Monday, March 26, 1962
Chaitra 5, 1884(Saka)

LOK SABHA
DEBATES

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[*March 12 to 26, 1961/Phalguna 21, 1883 to Chaitra 5, 1884* (*Saka*)]

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LOK SABHA SECRETARIAT
NEW DELHI

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N.B.—The sign + marked above a name of a Member on Questions which were orally answered indicates that the Question was actually asked on the floor of the House by that Member.

GIGIPND—L. S. II—2017 (Ai) L. S. D—15-4-69—045.

LOK SABHA

Monday, March 26, 1962/Chaitra 5, 1884 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Air Space Violation by Pakistan

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*188. { **Shri P. G. Deb:**
Shri D. C. Sharma:

Will the Minister of **Defence** be pleased to state:

(a) whether a Pakistani aeroplane violated the Indian territory on the 12th December, 1961 near Ranbirsinghpura; and

(b) if so, the details of the incident?

The Minister of Defence (Shri Krishna Menon): (a) There was no violation of Indian air space on the 12th December. There was however an intrusion into our air space on the 11th December by a Pakistan Jet Aircraft near Ranbirsinghpura.

(b) A complaint of violation has been lodged with the military observer and his decision is awaited.

Shri P. G. Deb: I would like to know why the Pakistan plane was not shot down just as Pakistan had shot down the Indian jet plane about three years back.

Shri Krishna Menon: First of all, Mr. Speaker, unless you direct otherwise, this matter is before the violation authorities and I do not know whether we should go into the details. But as regards the general question, civilized countries do not shoot down an aeroplane at the first provocation in peace time, and it is not the policy of the Government to shoot down planes which violate our air space in this way on the border. And in any case they are too high for peace-time operations.

Shri P. G. Deb.: Is it a fact that Pakistan exhibited the most modern supersonic American jet planes on the 23rd March in honour of Mrs. Kennedy?

Shri Krishna Menon: That is another question.

Shri A. M. Tariq: Could the hon. Minister tell the House the make of this plane which was used by the Pakistan Government and also whether it is a fact that this plane was one of those planes which the American Government has given as aid to the Pakistan Government?

Shri Krishna Menon: Yes, it was one of those sabre jets that Pakistan have got. As regards the range, the range of every plane from Pakistan will get into India because it is the neighbouring country. I do not know what the meaning of the question is. Whether we can get right back to the four corners of India, I cannot say. The jet aircraft flew from the direction of Sialkot and over our territory towards Jammu. I think we know what the type of the plane is, but we have not seen the identification marks. That is all that we can say. It is not a training plane or anything of the kind, it is a fighter plane.

Shri A. M. Tariq: Is it a fact that there are no other planes except American planes with the Pakistan Government, and is it also a fact that before giving this aid to the Pakistan Government the Government of the United States has given the assurance that these planes and other things will not be used against India? If it is so, may I know if the Government of India has protested to the American Government on this issue?

Shri Krishna Menon: The first part of the question is answered by the fact that we have registered a violation with the military observer —we need not register a violation with the Pakistan Government at all. The second part of the question is a matter that is not covered by this question. What America has said, the world knows, America knows, and we know. But these are plane manufactured in America which are in possession of the Pakistan Air Force. They have violated our air space. There is no doubt that they are Pakistan planes. That is why we have registered a violation.

Shri Hem Barua: May I know whether it is a fact that when it was brought to the notice of the Pakistan Government that the United States have given us an assurance that the arms and ammunition given by the United States to Pakistan will not be used against us, the Pakistan authorities categorically stated that it is none of the business of the United States as to how they use the arms and ammunition that they are getting; and, if that is so, may I know whether this violation by an American plane used by the Pakistan Government is a part of it or not?

Shri Krishna Menon: Government have to act according to certain procedures. In this mater the violation is across the cease-fire line and therefore it is not with the Pakistan Government that we talked: we talked with the cease-fire authorities. And to do anything else would be improper. So that is what we have done.

Shri Braj Raj Singh: The hon. the Defence Minister said just now that a civilized country does not shoot down planes of other countries violating its air space. In succession there have been air violations by Pakistani planes, and also by our northern neighbour, China. Does the hon. Minister mean to say that never the planes shall be shot down, whatever happens, whether they come in succession or in great number?

Shri Krishna Menon: I have no desire to answer the question in the same way as it is put. As usual, the kernel of it has been taken off. I said that we will not shoot them in the first instance. It is not the habit of civilized countries in peace time to shoot a plane just because it flies over your territory: you exhaust all other methods. And the first method is to register a violation with the cease-fire authorities. We are there under certain international agreements and our business is to report to the cease-fire authorities. And if they say that is no violation, it is an end of it. If they say that there is a violation, then we will see whether we can do something else. I would request the whole of the answer may be taken into account and not a part as has been done.

Shri Harish Chandra Mathur: We have got U. N. Observers in Kashmir. May I know what is their report in the matter and what action they have taken in the matter?

Shri Krishna Menon: That is what I have been keeping on saying. We have registered a violation with them. The proper procedure is that whenever a violation, either by troops or by planes, takes place on the cease-fire line which is against the cease-fire agreement, you register a complaint. It is called registering a violation. Then they investigate and either they give violation against them or against use, or they say there is no violation. What follows if the violation is against the Pakistan authorities I cannot say now, because the matter is under investigation.

Organised Infiltration into Assam

***180. Shrimati Ila Palchoudhuri:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the Government of India have under their consideration a scheme to bring under check organised infiltration into Assam;

(b) if so, details thereof; and

(c) when it is likely to be finalised and made effective?

The Minister of State in the Ministry of Home Affairs (Shri B. N. Datar) (a) to (c). Attention is invited to the reply given to the Hon'ble Member's unstarred question No. 154 on the 20th March, 1962, in which it was stated that a proposal regarding additional police staff to strengthen patrolling and vigilance on the Indo-Pakistan border against infiltration of Pakistani nationals from East Pakistan and to take effective action against those, who after coming to Assam with valid travel documents do not leave the country on the expiry of their authorised period of residence, received from the Government of Assam, is under consideration.

Shrimati Ila Palchoudhuri: Is the Government aware that in the border districts of Assam there has been increase in the population two to three times more than in the other districts of Assam?

Shri Datar: It is true that there has been some infiltration, but there are also other causes for this increase in the population as shown in the last year's census.

Shri Hem Barua: May I know whether it is a fact that of late the Government of Assam have drawn up a scheme for the defence of the border? If so, have that Government asked the Union Government for financial assistance? If the answer is in the affirmative, what is the amount?

Shri Datar: This is one of the proposals made, which is before us. They want that there should be additional patrolling and vigilance. For that purpose, they have made a proposal for strengthening the police force all along the border, and they have requested the Central Government to bear the cost.

Shri Basumatari: May I know whether it is a fact that there is 40 per cent increase in the Muslim population especially in three districts, Kamroop, Goalpara and Darrang in the last census of 1961?

Shri Datar: I have got the figures for the whole State. They show that the Muslim population increased by 38.56 per cent during this ten-year period.

Shrimati Ila Palchoudhuri: Is it a fact that the enumerators found it very difficult to assess the actual increase because of the non-operation of the population there.

Shri Datar: It would be rather wide to say that there is no co-operation, but the fact remains that there are relatives on both sides of the border. Oftentimes difficulties on account of such relationship or friendships arise.

Shri Raghunath Singh: The hon. Minister gave figures about the increase of the Mohammedan population. What was the increase in the non-Mohammedan population?

Shri Datar: The total increase for the whole State of Assam was 34·42 per cent. The Hindu population increased 33·94 per cent and the Muslim population 38·56 per cent.

श्री अ० मु० तारिक : यह जो आबादी बड़ी है क्या सिर्फ इसलिए बढ़ी है कि लोग पाकिस्तान के उस तरफ से यहां आते हैं या यह आबादी इसलिए बढ़ी है कि यहां लोगों ने ज्यादा औलादें पैदा की हैं ?

(یہ جو آبادی بڑھی ھے کیا صرف اس لئے بڑھی ھے کہ لوگ پاکستان کے اس طرف سے یہاں آئے ھیں یا یہ آبادی اس لئے بڑھی ھے کہ یہاں کے لوگوں نے زیادہ اولادیں پیدا کی ھیں -)

Shri Datar: So far as the natural increase in population is concerned, I am not competent to say. So far as the other points are concerned, the area is being industrialised. Other persons are coming there and there is also infiltration. All these factors have been together responsible for this increase.

श्री प्रकाशवीर शास्त्री : पिछली बार इसी प्रकार के एक प्रश्न का उत्तर देते हुए

गृह-कार्य मंत्री महोदय ने बतलाया था कि भारत में कुछ मिला कर १९६१ की जनगणना में २४ प्रतिशत वृद्धि हुई है और असम में ३४ प्रतिशतः वृद्धि हुई है । अभी आप ने बताया है कि वहां पर मुसलमानों की संख्या में ३८ प्रतिशतः वृद्धि हुई है तो मैं जानना चाहता हूं कि क्या सरकार ने कुछ इस प्रकार की जानकारी लेने का यत्न किया कि इतनी अधिक वृद्धि का कारण क्या है और यदि हां तो सरकार किस निश्चय पर पहुंची है ?

Shri Datar: May I tell the hon. Member that at his instance there was a half-hour discussion here and I pointed out the circumstances that must have possibly led to the increase in the population? We have taken up this question with the State Government also, and investigations are being made into the causes for this considerable increase in Assam as against the rest of India.

श्री प्रकाशवीर शास्त्री : यह जांच कब तक पूरी हो जायेगी ?

Mr. Speaker: Question No 190. Shri P. C. Borooah. He is absent. Question No. 191—Shri D. C. Sharma. He is also absent. Question No. 192. Shri Bhakt Darshan is also absent. Question No. 193. Shri Bibhuti Mishra is absent. Question No. 194—Shri B. C. Mullick absent. Question No. 195—both Shri Morarka and Shri T. B. Vittal Rao are absent.

It is really a lame duck.

Administrative and Municipal Set-up of Delhi

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*196. **Shri Balraj Madhok:**
Shri Bibhuti Mishra:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether decision has been taken to make any change in the present administrative and municipal set-up of the Union Territory of Delhi;

(b) whether it is contemplated to set up territorial council for Delhi over and above the Delhi Municipal Corporation; and

(c) if so, what are the details about the composition, powers and functions of such a territorial council?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The matter was raised in the Home Minister's Advisory Committee for Delhi held on the 2nd March, 1962, where the Home Minister stated that various proposals made in this connection would receive due consideration at the appropriate time.

Shri Balraj Madhok: There is a report in the papers that it has been decided to set up a Territorial Council indirectly elected by the members of the Corporation and New Delhi Municipal Committee? How far is it correct?

Shri Datar: That Report is unfounded. We have not come to any stage so far as this point is concerned. May I also point out that the Municipal Corporation is considering the question as to the extent to which the powers of the Municipal Corporation should be enhanced? We are awaiting their report before considering the whole matter.

श्री म० ला० द्विवेदी : क्या सरकार इस बात पर विचार कर रही है कि केन्द्रीय प्रशासित राज्यों में जो टैरीटोरियल कौंसिल हैं उस के लिए एक कार्यकारिणी समिति अथवा प्रबन्धकारिणी समिति बनाई जाये, यदि हां, तो यह कहां तक सच है ?

Shri Datar: I would correct the hon. Member to some extent. The statement was made by the Home Minister on the floor of this House as well as the other House regarding the question as to whether more powers in respect of developmental subjects should be given to the Territorial Council of Himachal Pradesh, Tripura and Manipur. Delhi was not mentioned then. So far as that question is concerned, a Committee has been appointed to consider the financial and other aspects, under the chairmanship of the hon. Law Minister.

श्री म० ला० द्विवेदी : इस समिति की रिपोर्ट कब तक आ जायगी ?

Shri Datar: That Committee has met once. I believe it will be submitting its report by the end of the next month.

Shri Bal Raj Madhok: In view of the fact that Delhi is the national metropolis, may I know whether when any change in the set-up is made, all the parties in Delhi and other interests will be consulted?

Shri Datar: We have got the Central Advisory Board for all these bodies. They are generally consulted.

श्री ब्रजराज सिंह : क्या सरकार यह बतलाने की कृपा करेगी कि दिल्ली में और अन्य दूसरी यूनियन टैरीटेरीज में विधान सभाएं कायम करने में सरकार के सामने क्या दिक्कत है और दिल्ली के साथ यह पक्षपातपूर्ण बर्ताव क्यों किया जा रहा है जब कि दूसरी यूनियन टैरीटेरीज में टैरीटोरियल कौंसिल्स की शक्ति बढ़ाई जा रही है तो दिल्ली में टैरीटोरियल कौंसिल न तो बनाई जा रही है और न ही उस की शक्ति बढ़ाई जा रही है ?

Shri Datar: This difference in the outlook so far as Delhi and other territories was cincerned, has been made clear on the floor of the House. Delhi's problems as the capital of India are different from those of the other territories. That was the reason why a statement was made with regard to the three territories and not about Delhi.

Union Territories

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*197. **Shri Warior:**
Shri Sadhan Gupta:
Shri Tangamani:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether any final decision has been taken regarding the grant of responsible Government to Union territories and particularly to Tripura and Manipur; and

(b) if so, the nature of the decision?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Attention is invited to the statement made by me on the floor of the House on December 7, 1961, on the administrative set up of the Union territories of Himachal Pradesh, Manipur and Tripura. Accordingly, a Committee under the Chairmanship of Minister of Law has been set up to examine all legal, financial, administrative and other issues which might arise in this connection. The report of the Committee is awaited.

I anticipated this in my reply to the earlier previous question.

Shri Warior: By what time the report will be submitted?

Shri Datar: I answered it just now. It is expected by the end of next month.

Shri Braj Raj Singh: There were agitations in the Union Territories of Tripura and Manipur for responsible government. Now elections to the Territorial Councils have been held and results announced. May I know what difficulties stand in the way of acceding to the demand of the people of these Territories and why matters are being delayed by appointing this Committee and letting them not decide anything finally?

Shri Datar: This question has been considered and debated in Parliament on a number of occasions and Government have made their position very clear. It was only after this that the Home Minister made a statement, and the Committee is now looking into the question as to the extent to which more powers can be delegated to the Territorial Councils in these three Territories so far as the economic and other aspects are concerned.

Shrimati Renu Chakravartty: May I know whether it is proposed to have a separate Ministry to deal with the problems of the Union Territories instead of leaving it entirely with the Home Ministry?

Shri Datar: There is no such proposal before Government.

Shri Braj Raj Singh: May I know whether it has come to the notice of the Government that after the last statement of the Home Minister in the House in December, the reactions of the people in these Union Territories were not very favourable to the proposed set-up? Are Government going to change the outlook with regard to the setting up of responsible government in these Territories?

Shri Datar: Government are proceeding with the implementation of the statement made by the Home Minister in this House, and nothing has happened to change the decision.

Free Primary Education

***198. Shrimati Renu Chakravartty:** Will the Minister of **Education** be pleased to state:

(a) whether any review has been made as to the States where the goal of free primary education for all children has not been implemented in the cities and municipalities;

(b) the number and names of such States;

(c) the reason why Calcutta and other municipal areas in West Bengal have as yet failed to set up free primary education for its children; and

(d) whether any survey has been made as to the number of children in these areas who cannot get primary education due to poverty?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). Reviews in this regard are made annually.

(c) It is not correct to state that Calcutta and the Municipalities in West Bengal have failed to provide free primary education. The actual position is that the schools run by the Corporation of Calcutta and by the Municipalities are free. But there are private schools which charge fees.

(d) It is for the Government of West Bengal to make such a survey.

Shrimati Renu Chakravartty: May I know if it is a fact that the free primary schools run by the Corporation and by the municipalities do not cover even five per cent. of the total school-going population which should be in primary schools; if so, whether the remaining 95 per cent. is going to be covered by free primary education?

Dr. K. L. Shrimali: This is really a matter for the West Bengal Government to decide, but I would like to give some information to the hon. Member which might help her. If we look at the all-India statistics, it will be found that only a very small percentage of the total expenditure on primary education is met out of fees. For India as a whole, this percentage comes to only 2·5. It was the highest in the old Bombay State where it was 10.9 per cent. West Bengal comes next, where it is 7·5 per cent. So, the part of the expenditure covered by fees is insignificant compared to what the Corporation or the municipality may have to spend on the education of children.

Shrimati Renu Chakravartty: Since the Government is pledged to give free primary education at least to the age group six to eleven by the end of the Third Plan, may I know whether the Central Government is going to see that the State Governments implement this by the end of the Third Plan, that is by 1965? How far have steps been taken in this direction in the City of Calcutta, which is the one city that has not got it?

Dr. K. L. Shrimali: Yes, Sir. Government have decided to provide free and compulsory education for all children between the ages of six and eleven, and we have written to the State Governmentes. Several State Governments have enacted legislation, and we are hoping that during the next few years remaining in the Third Plan, the remaining States will also enact similar legislation. I hope West Bengal will not lag behind.

डा० गोविन्द दास : जहां तक बम्बई और कलकत्ते का सम्बन्ध है, जैसा कि माननीय मंत्री जी ने कहा, ये इस सम्बन्ध में सबसे आगे हैं । कुछ राज्य ,बहुत पीछे हैं । और

जो राज्य बहुत पीछे हैं क्या केन्द्रीय सरकार उन राज्यों को कोई हिदायतें देने वाली है कि उनकी गति बहुत असंतोषजनक है और उनको अपनी गति तीव्र करनी चाहिए, तथा इसमें केन्द्रीय सरकार से किस प्रकार की सहायता मिल सकेगी ?

डा० का० ला० श्रीमाली : केन्द्रीय सरकार आर्थिक सहायता करती है लेकिन अगर सदसय महोदय जो पिछड़े हुए राज्यों से आते हैं वह स्वयं भी अगर थोड़ा सा जोर इन राज्य सरकारों पर डालें तो उन्हें मदद मिलेगी ।

Shrimati Renu Chakravartty: Has the attention of Government been drawn to the fact that the Government of West Bengal is insisting on an education tax being imposed by the municipalities, that the municipalities are unable to do this and they are therefore not implementing the scheme? May I know whether the Central Government will step in to see how far they can help in keeping the pledge that free primary education will be brought in by 1965?

Dr. K. L. Shrimali: If the West Bengal Government have have any difficulty, they should discuss the matter with the Central Government. I am afraid I cannot answer questions relating to the difficulties which the West Bengal. Government may have with their corporations and municipalities.

श्री प्रकाश वीर शास्त्री : सरकार की ओर से जो इन शिक्षण संस्थाओं को अनुदान दिया जाता है, उसमें प्राथमिक शिक्षा जहां होती है उसका सारा भार सरकार अपने कन्धों पर ले लेती है । क्या मैं जान सकता हूं कि गुरुकुलों में जहां प्राथमिक शिक्षण दिया जाता ह उसमें प्राथमिक शिक्षा का भार सरकार अपने कन्धों पर लेगी ? क्या इस सम्बन्ध में भी कोई योजना तैयार की गयी है ?

डा० का० ला० श्रीमाली : यह प्रश्न तो इसमें से उठता नहीं ।

Mr. Speaker: Shri Raghunath Singh.

Shri Raghunath Singh: 199. Question No. 213 may also be taken up with this.

Mr. Speaker: Very well. Both are taken together.

Export of Heavy Melting Scrap

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*193. **Shri Raghunath Singh**:
Shri Subodh Hansda:
Shri S. C. Samanta:
Dr. Pashupati Mandal:
Shri P. R. Patel:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) in view of the export ban on heavy melting scrap and the powers of the Iron and Steel Controller to acquire and regulate its distribution at the source of its generation, why are the exporters of unwanted No. 2, 2a and 3 Sheet cutting scrap and surplus Turning and Boring scrap compelled to deliver heavy melting scrap as export levy to domestic furnace owners;

(b) whether it is a fact that the scrap export trade has represented that the compulsory levy of heavy melting scrap on the export of unwanted No. 2, 2a and 3 sheet cutting scrap and surplus Turning and Boring Scrap is adversely affecting the export of surplus scrap from the country; and

(c) whether it is the intention of Government to abolish the export levy on No. 2, 2a and 3 sheet cuttings and surplus turnings and borings in the interest of encouraging their export as well as improving the foreign exchange earnings from scrap export to the maximum?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) The Iron & Steel Controller's powers to regulate disposal of heavy melting scrap can be exercised only when the source is declared as a controlled source. The arising of scrap from non-controlled sources can be freely sold by them to customers of their choice. As the quantity of heavy melting scrap available from Controlled Sources is inadequate for meeting the requirements of the furnace owners, the exporters are required to deliver the heavy melting scrap whenever they export 2, 2a and 3 sheet cuttings.

(b) The exporters difficulties are not due to the restrictions imposed by the Iron and Steel Controller; but due to the fall in demand in the importing countries.

(c) Future, export policy will be decided on the basis of the Government's decisions on the report of the Scrap Committee submitted recently whose recommendations are under consideration.

Export of Scrap

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*213. **Shri Raghunath Singh:**
Shri S. C. Samanta:
Shri Subodh Hansda:
Dr. Pashupati Mandal:
Shri P. R. Patel:

Will the Minister of **Mines and Oil (Shri K. D. Malaviya)** be pleased to state:

(a) whether it has been represented on behalf of the scrap export trade that export of scrap has become very uneconomic and discouraging owing to the dull demand for scrap from the export market, the low export price and the prohibitive ocean freight as well as mounting overheads such as export levy; and

(b) if so, what export incentives government propose to introduce to encourage and maintain the export of unwanted and surplus scrap which is estimated to have shot up considerably?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The depression in the export trade of scrap is due to the drop in the demand in the importing countries. This has resulted in the fall of export price. The stipulation in the policy that the scrap exporters will have to supply a certain quantity of heavy melting scrap to the furnace owners has nothing to do with the present slump in the export trade of scrap.

(b) The Government are watching the situation and will take suitable steps at the appropriate time.

Shri Raghunath Singh: May I know the recommendations of the Scrap Committee which was appointed to go into the matter?

Shri K. D. Malaviya: The Committee has submitted its report recently, and it is still under consideration. Government have not come to any definite conclusions about it, but if the hon. Member wishes, I can refer to the points on which the Committee was expected to make recommendations.

Shri Raghunath Singh: My question is; what are the main recommendations of the Committee?

Shri K. D. Malaviya: The Committee's report is not before me. It is still under examination.

Shri S. C. Samanta: The hon. Minister said that heavy melting scrap from controlled sources was not sufficient, and so they have decided to make a levy. So far as I remember, 20 tons of heavy melting scrap has to be delivered in respect of an export of 100 tons of other unwanted scrap. If that is so, have the exporters not to buy this heavy melting scrap at a heavy price from other sources?

Shri K. D. Malaviya: Generally, export of No. 1 quality sheet cuttings are not allowed. However, as an incentive to the export of No. 2, 2a and 3 quality sheet cuttings, which Government want to encourage, exporters, are permitted to ship five per cent of the quantity of No. 2, 2a and 3 quality sheet cuttings in the form of No. 1 quality sheet cuttings, subject to the condition that exporters obtain a no-objection letter from any one of the furnace owners approved by the Iron and Steel Controller. In other words, the exporter is permitted to ship No. 1 quality and No. 2 and 2a, 3 quality in the ratio of 1:20. This is also a fact that there is a great demand for heavy melting scrap from indigenous furnace owners, and the Iron and Steel Controller is not able to meet their requirements from controlled sources. Exporters are required to supply to the nominees of the Iron and Steel Controller 20 tons of heavy melting scrap for every 100 tons of No. 2, 2a and 3 quality sheet cuttings exported.

Shri P. R. Patel: Heavy melting scrap is required to be delivered to the furnace owners at a fixed price. I want to know whether the price at which the product is sold by the domestic furnace owners is also fixed.

Shri K. D. Malaviya: I would require notice to answer the question.

Shri S. C. Samanta: Is it not a fact that formerly only 10 tons of heavy melting scrap were required as levy. May I know the reason for raising it to 20 tons now?

Shri K. D. Malaviya: As the demand has fallen, this change in the ratio has been introduced in order to give incentive for export.

Shri P. R. Patel: Is it within the knowledge of Government that the domestic furnace owners are making large profit because of the Government order to deliver melting scrap at a fixed price, at the cost of the consumers?

Shri K. D. Malaviya: I cannot say; the hon. Member is entitled to form his own opinion about it.

बिजनौर में इंजीनियरिंग कालज

*२००. **श्री प्रकाशवीर शास्त्री** : क्या **वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश में जिन ३ इंजीनियरिंग कालेजों के खोलने की गत वर्ष योजना थी उनमें से एक बिजनौर में खोला जाना था;

(ख) यदि हां, तो उस योजना को कार्यान्वित करने का क्या कोई फैसला हो गया है;

(ग) तृतीय पंचवर्षीय योजनावधि में उत्तर प्रदेश में कितने इंजीनियरिंग कालेज खोलने का विचार है तथा क्या उनके लिए स्थान चुन लिये गये हैं; और

(घ) यदि हां, तो वह स्थान कौन कौन से हैं ?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No, Sir.

(b) Does not arise.

(c) and (d). One Engineering College is proposed to be established at Gorakhpur.

श्री प्रकाशवीर शास्त्री : क्या मैं यह जान सकता हूं कि जब इस प्रकार के इंजीनियरिंग कालेज खोलने की कोई योजना विचाराधीन होती है, तो उस के स्थान का निर्णय किस आधार पर किया जाता है ?

Shri Humayun Kabir: Various factors are taken into consideration. The State Government is consulted. The Regional Council of the All India Council for Technical Education also consider this matter and then we decide.

श्री प्रकाशवीर शास्त्री : क्या सरकार की जानकारी में यह बात भी है कि भारत का सब से पहला भारतीय इंजीनियर, राजा ज्वाला प्रसाद, बिजनौर में उत्पन्न हुआ था ? क्या सरकार के पास कोई इस प्रकार के ज्ञापन प्राप्त हुए हैं कि उन का सम्मान करने की दृष्टि से वहां पर एक इंजीनियरिंग कालेज स्थापित किया जाये ?

Shri Humayun Kabir: I do not think that that is any reason for establishing an Engineering College.

Pre-fabricated low cost Houses

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*212. **Shri Warior:**
Shri Sadhan Gupta:
Shri Tangamani:

Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the Hindustan Air Craft Ltd. propose to produce pre-fabricated low cost houses on a commercial scale;

(b) if so, the principal features of these houses;

(c) what method has been adopted to make them non-conductive of heat and cold;

(d) the price at which these houses would be made available to the ultimate consumer; and

(e) when they are expected to be put on the market?

The Minister of Defence (Shri Krishna Menon): (a) Hindustan Aircraft Limited have built a pre-fabricated house which was exhibited at the Indian Industries Fair, 1961. No final decision has been taken regarding its production on a commercial scale.

(b) The structure is based on the principle of the "MECHANO TYPE KIT", which makes it possible for a few persons to assemble and disassemble the whole structure within a short time.

(c) Walls are double panelled with an air gap in between to provide the necessary insulation.

(d) and (e). Do not arise in view of (a) above.

Shri Warior: What will be the approximate cost of this house once it is available in the market?

Shri Krishna Menon: We cannot say at the present time because it has not been worked out on production scale; and, while we may have some approximate figures it may not be proper to give them out without working out. It would not be expensive.

Shri Radhelal Vyas: What will be the raw materials that will be used in the construction of these pre-fabricated houses? May I know whether the Hindustan Housing Factory can be made use of to pre-fabricate these houses?

Shri Krishna Menon: We have said already that we have not gone into the thing on a production scale. I cannot speak for the HHF. But this is made of metal and the HHF deals with concrete.

Shri Warior: May I know whether the HAL is using its present capacity to produce these or has any extra capacity to be added?

Shri Krishna Menon: It is using its present capacity.

अलीगढ़ मुस्लिम विश्वविद्यालय जांच समिति का प्रतिवेदन

***२१४ श्री प्रकाशवीर शास्त्री** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) अलीगढ़ मुस्लिम विश्वविद्यालय के लिये जो पीछे जांच समिति नियुक्त हुई थी, क्या उसकी रिपोर्ट को ज्यों का त्यों स्वीकार कर लिया गया है;

(ख) यदि हां, तो उस रिपोर्ट को स्वीकार करने के पश्चात् क्या विश्वविद्यालय मे किसी प्रकार के कुछ परिवर्तन हुए हैं;

(ग) क्या सरकार अलीगढ़ मुस्लिम विश्वविद्यालय की स्थिति को ध्यान में रखते हुए आन्तरिक ढांचे मे कुछ परिवर्तन की अपेक्षा अनुभव करती है;

(घ) यदि हां, तो क्या इसके लिये संसद् में किसी विधेयक के उपस्थित किये जाने की सम्भावना है; और

(ङ) यदि हां, तो इस विधेयक को कब तक संसद् में उपस्थित किया जायेगा ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : (क) जी, हां ।

(ख) जांच समिति की सिफाशिशों को कार्यान्वित करने के लिए विश्वविद्यालय ने बहुत सी कारंवाइयां की हैं।

(ग) से (ङ). जांच समिति की सिफारिशों को ध्यान में रखते हुए अलीगढ़

मुस्लिम विश्वविद्यालय के अधिनियम और परिनियमों में संशोधन करने का प्रश्न विचाराधीन है।

I shall also read that in English.

(a) Yes, Sir.

(b) The University has taken a number of steps to implement the recommendations of the Enquiry Committee.

(c) to (e). The question of amending the Act and Statutes of the Aligarh Muslim University in the light of recommendations contained in the Report of the Enquiry Committee is under consideration.

श्री प्रकाशवीर शास्त्री : क्या शिक्षा मंत्री कुछ इस प्रकार की जानकारी सदन को देने की कृपा करेंगे कि जांच समिति की रिपोर्ट को ज्यों का त्यों स्वीकार किये जाने के पश्चात् वहां पर मोटे मोटे परिवर्तन क्या किये गये हैं ?

डा० का० ला० श्रीमाली : जी हां, लेकिन अगर मुझे उन सब को बताना पड़े, तो वक्त लगेगा। बेहतर यह होगा कि जितनी भी सिफ़ारिशें यूनिवर्सिटी ने मानी हुई हैं और जो जो सिफ़ारिशें उन्होंने कार्यान्वित की हैं, उन का लेखा मैं सदन के सामने रख दूं, ताकि सदन को कुछ लाभ हो ।

श्री प्रकाशवीर शास्त्री : अगर माननीय मंत्री मुख्य और महत्वपूर्ण बातें बता सकें, तो कृपा हो ।

डा० का० ला० श्रीमाली : कौन सी बातें महत्वपूर्ण हैं और कौन सी महत्वपूर्ण नहीं हैं, यह तो माननीय सदस्य ही निश्चित करें । मेरी दृष्टि में तो सभी महत्वपूर्ण हैं ।

श्री प्रकाश वीर शास्त्री : जांच समिति ने अपने प्रतिवेदन में यह सिफ़ारिश की थी कि विश्वविद्यालय के आन्तरिक ढांचे में ये परिवर्तन होने चाहिए । क्या शिक्षा मंत्री इस बात से संतुष्ट हैं कि जांच समिति की रिपोर्ट ज्यों की त्यों स्वीकार कर लिए जाने के पश्चात् वे परिवर्तन कर दिये गये हैं, या वहां भी वे अभी तक विचाराधीन हैं ?

डा० का० ला० श्रीमाली : कुछ तो परिवर्तन हो गये हैं, कुछ हो रहे हैं ।

श्री प्रकाशवीर शास्त्री : क्या सरकार को इस बात की जानकारी है कि परीक्षा सम्बन्धी और प्रवेश सम्बन्धी जो बड़ी बड़ी शिकायतें की गई थीं, वे सब ठीक कर ली गई हैं और अब इस सम्बन्ध मे वहां कोई दुर्बलता नहीं रह गई है ?

डा० का० ला० श्रीमाली : जहां तक मैं समझता हूं, वे ठीक की गई हैं।

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूं कि आय-व्यय के विषय में जो शिकायतें थीं, उन के सम्बन्ध में सरकार ने क्या कार्यवाही की है।

डा० का० ला० श्रीमाली : जहां तक हिसाब का सम्बन्ध है, उस के सम्बन्ध में कई कार्यवाहियां की गई हैं और जो आडिट के आबजेक्शन्ज थे, वे भी साफ़ किये गये हैं और किये जा रहे हैं ।

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूं कि जैसे हिन्दू यूनिवर्सिटी के सम्बन्ध में एक विधेयक बहुत शीघ्रतापूर्वक स्वीकृत किया गया, क्या उसीयप्रकार का विधेयक अलीगढ़ मुस्लिम विश्वविद्यालय के सम्बन्ध मे भी स्वीकृत किया जायगा ?

डा० का० ला० श्रीमाली : यह प्रश्न विचाराधीन है।

Shrimati Renu Chakravartty: The hon. Minister answered a question by Shri Prakash Vir Shastri whether the system of university examination has been revised according to the recommendation of the Enquiry Committee. As far as the Enquiry Committee Report is concerned, there is no recommendation regarding examination. So, I would like to know what is the exact nature of the answer given.

Dr. K. L. Shrimali: The University Enquiry Committee has covered prac-

tically all aspects of university life. And, as far as I remember, some reference has been made to the examinations also. But, it is subject to correction. I cannot say categorically.

Shri Hem Barua: May I know what steps, if any, Government have so far taken against those persons who were responsible for the exhaustion of the university's finances.

Dr. K. L. Shrimali: It is not for the Government to take any action. It was for the University to take the necessary action. This committee was appointed by the University and the University is looking into the matter.

श्री प्रकाशवीर शास्त्री : क्या शिक्षा मंत्री जी की जानकारी में यह है कि जब यह जांच समिति चल रही थी, तो विश्वविद्यालय के उन प्राध्यापकों को, जो वहां के विभागों के अध्यक्ष थे और जांच समिति के सामने उपस्थित हुए, उस समय भी परेशान किया गया और जब वे किसी कारणवश छुट्टी पर अमरीका जा रहे थे, तो वह छुट्टी प्राप्त करने के सम्बन्ध में भी उन को परेशानियां हुईं और जाने के पश्चात् छुट्टी को स्वीकार नहीं किया जा रहा है, जिस का परिणाम यह है कि विश्वविद्यालय के सम्मानपूर्ण प्राध्यापक धीरे धीरे वहां से निकल रहे हैं ?

डा० का० ला० श्रीमाली : मेरी जानकारी में नहीं है ।

श्री प्रकाशवीर शास्त्री : क्या माननीय मंत्री जानने का प्रयत्न करेंगे ?

डा० का० ला० श्रीमाली : जरूर, अगर माननीय सदस्य मुझे बतायेंगे ।

Levy on Heavy Melting Scrap

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*220. **Shri Raghunath Singh:**
Shri S. C. Samanta:
Shri Subodh Hansda:
Dr. Pashupati Mandal:
Shri P. R. Patel:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) what is the rational basis on which the Government has fixed a levy of 20 tons of heavy melting scrap on every 100 tons of No. 2, 2a or 3 Sheet Cutting scrap exported, 10 tons of heavy melting scrap on every 100 tons of Turning and Borings, cast the export of skull scrap; and

(b) whether it is a fact that the levy has no legal sanction behind it?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) This step had to be taken because the quantity of heavy melting scrap available from controlled sources was not sufficient to meet the internal requirements of the country. The quantum has, however, been fixed on an *ad hoc* basis.

(b) No, Sir.

Shri Raghunath Singh: May I know whether the Government has enquired into the legality of the sanction of this levy on the scrap?

Shri K. D. Malaviya: There is no legal basis; there is no legal sanction behind it. But, if the hon. Member wishes me to make an enquiry on a specific question, he might refer it to me, and I will try to satisfy him.

Shri S. C. Samanta: Is it not a fact that the levy is on the export of sheet cutting scrap only, whereas on the export of skull scrap there is no levy? Is this not discriminatory and against the law?

Shri K. D. Malaviya: I cannot say. I will require notice to answer this question.

अलीगढ़ मुस्लिम विश्वविद्यालय जांच समिति का प्रतिवेदन

*२२१ **श्री प्रकाश वीर शास्त्री** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सत्य है कि अलीगढ़-मुस्लिम विश्वविद्यालय जांच समिति के

प्रतिवेदन में कुछ ऐसे भी तथ्य सामने आये हैं जिन से यह पता लगता है कि विश्वविद्यालय का धन ले कर कुछ लोग भारत में ही रह रहे हैं और रजिस्टरों में यह लिख दिया गया है कि वह पाकिस्तान चले गये हैं, इसलिये वह धन प्राप्त नहीं किया जा सकता ;

(ख) यदि हां, तो जो लोग भारत में रह रहे हैं, उन से विश्वविद्यालय के धन को वापस लेने को कौन से प्रयत्न किये जा रहे हैं ; और

(ग) सब मिला कर ऐसी यह कितनी धनराशि है जो प्रत्यादेय है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) (क) से (ग). जांच समिति की रिपोर्ट में इस बात का उल्लेख है कि हानि के लिए उत्तरदायी विश्वविद्यालय के कुछ भूतपूर्व कर्मचारी भारत में हैं । अब तक प्राप्त सूचना के अनुसार, विश्वविद्यालय के इंजीनियरी कालेज वर्कशाप के एक भूतपूर्व कर्मचारी, श्री अब्दुल हाई, जिनके बारे में यह खबर दी गई थी कि वह पाकिस्तान चले गये हैं, कानपुर में रहते हुए पाए गये हैं । विश्वविद्यालय ने उनसे तथ्यों का स्पष्टीकरण करने के लिए कहा । उपर्युक्त व्यक्ति के संबंध में, तथा भारत में किसी अन्य ऐसे कर्मचारी के उपस्थित होने के संबंध में जांच की जा रही है और यथासमय एक विवरण सभा पटल पर रख दिया जाएगा ।

श्री प्रकाश वीर शास्त्री : माननीय मंत्री जी ने अभी जानकारी दी है कि एक सज्जन कनपुर में रह रहे थे जिन के लिए कहा गया था कि वह धन ले कर पाकिस्तान चले गए हैं और अभी उन से वह धन प्राप्त नहीं हो सका है । माननीय मंत्री जी ने यह भी बताया है कि किसी अन्य ऐसे कर्मचारी के उपस्थित होने के सम्बन्ध में भी जांच हो रही है । मैं जानना चाहता हूं कि कुल मिला कर कितना धन इन लोगों के पास शेष है जिस के लिए लिख दिया गया है कि ये पाकिस्तान चले गए हैं ?

डा० का० ला० श्रीमाली: जहां तक अब्दुल हाई का ताल्लुक है गलत तरीके से स्टोर्ज वगैरह जो खरीदे गए थे उसमें से २१,१३० रुपये १४ आने ६ पाई का नुक्सान हुआ था । कुछ गलत तरीके से मशीनें खरीद ली थीं उसमें १४,६६० रुपये का नुक्सान हुआ था ।

श्री प्रकाशवीर शास्त्री : इसके अतिरिक्त भी आपने बताया है कि कुछ ऐसे व्यक्ति हैं जिन के सम्वन्ध में जांच हो रही है । मैं जानना चाहता हूं कि कुल धन की राशि कितनी कितनी है जो कि इनके पास शेष है और जिन के बारे मे यह लिख दिया गया है कि वे पाकिस्तान चले गए हैं ?

डा० का० ला० श्रीमाली : इसके बारे में अभी मेरे पास इत्तिला नहीं है ।

सेठ अचल सिंह : म जानना चाहता हूं कि क्या यह सत्य है कि पिछले आम चुनावों मे अलीगढ़ यूनिवर्स्टी के कुछ अध्यापकों ने ऐसा बुरा प्रचार किया कि जिससे वातावरण खराब हुआ था ?

डा० का० ला० श्रीमाली : यह प्रश्न इस प्रश्न में से कैसे उठता है ।

अध्यक्ष महोदय : "कैसे उठता है," क्यों कहते हैं ? यह कहिये कि "नहीं" उठता है ।

डा० का० ला० श्रीमाली : यह प्रश्न इस मे से नहीं उठता है ।

Shri Hem Barua: What about the loss of Rs. 45 lakhs collected on account of the medical college, that has been pointed out in the report? What action has been taken against those persons who are involved in that loss?

Dr. K. L. Shrimali: I will require separate notice for this.

श्री प्रकाशवीर शास्त्री : माननीय मंत्री जी ने विवरण में कहा है कि यह धन विश्वविद्यालय से हटाया गया है और अभी तक विश्वविद्यालय के खाते में जमा नहीं किया, जा सका है । मैं जानना चाहता हूं कि क्या सरकार ने विश्वविद्यालय को इस प्रकार का कोई निर्देश दिया है कि अमुक अवधि तक इसकी पूर्ति हो जानी चाहिए ?

डा० का० ला० श्रीमाली : वक्त वक्त पर यूनिवर्स्टी की रिपोर्ट आती है और जैसे मैंने निवेदन किया है जितने मामले इस रिपोर्ट में उठाए गए हैं उन सब मामलों की जांच हो रही है और जितनी भी बातें थीं हिसाब वगैरह की वे साफ करने की कोशिश की जा रही है ।

श्री प्रकाशवीर शास्त्री : अनिश्चित काल तक यह चीज़ चलेगी ।

Mr. Speaker: Order, order. The hon. Member ought not put a question sitting.

श्री राधे लाल व्यास : जो सज्जन कानपुर में मिले हैं उनको यह नोटिस देने के बजाय कि वह रुपया जमा करायें, उनके खिलाफ पुलिस द्वारा कोई कार्रवाई क्यों नहीं कराई गई, क्यों उनकी गिरफ्तारी वगैरह नहीं की गई और उनको नोटिस दे कर यह मौका क्यों दिया गया कि जो कुछ भी उनके पास है, उसको भी वह खुर्दबुर्द कर दें ?

डा० का० ला० श्रीमाली : पहले तो यूनिवर्स्टी को यह जांच करनी पड़ेगी कि उनकी कितनी जिम्मेदारी थी । हिसाब किताब वगैरह से जरूर उनका सम्बन्ध था लेकिन पुलिस में कार्रवाई करने के पहले यूनिवर्स्टी को सन्तोष करना पड़ेगा कि उन्हीं की जिम्मेदारी थी या कुछ और दूसरे व्यक्तियों की भी थी ।

Shri Damani: May I know on what grounds the University Committee has mentioned that the person in question has gone to Pakistan? What was the ground on which they presumed like this?

Dr. K. L. Shrimali: The grounds were obvious; this gentleman was a former Workshop Superintendent. Therefore, as far as the Committee was concerned, he had, as Workshop Superintendent, some responsibility in this matter. But detailed investigations will have to be made by the university now.

Mr. Speaker: The Question-list is over. I will go through the list again from the first. But I am not going to show this indulgence to hon. Members who came here and who left, unless they establish that they went out on account of natural causes! Those hon. Members who had come and who were not in their seats when I called them, must at least show this courtesy to the House by asking for apology for not having been in their seats. If any hon. Members had come late, I do not insist this in their case, but it is absolute discourtesy to the House if any hon. Member, after having tabled a question, absents himself when he is called. Am I obliged to waste the time of the House by calling him again? What is this kind of indulgence? I request hon. Members to show greater care and courtesy. Is this the way in which we can raise the importance of Parliament? If this is so, it will become a small body, some panchayat.

Mr. Speaker: Shri Bal Raj Madhok.

Shri Balraj Madhok: Question No. 211.

Mr. Speaker: Even now, he does not express an apology.

Shri Bal Raj Madhok: I am very sorry, Sir.

Pay Scales of Defence Officers

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*211. { **Shri Balraj Madhok:**
Shri Assar:

Will the Minister of **Defence** be pleased to state:

(a) whether there has been a further upward revision in the pay

scales of the officers of the Defence forces;

(b) if so, what are the details thereof;

(c) whether any upward revision of the pay scales of *Jawans* and other ranks is also under consideration of Government; and

(d) if not, the reasons therefor?

The Minister of Defence (Shri Krishna Menon): (a) and (b). A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 12].

(c) No, Sir.

(d) The pay scales of *Jawans* and other ranks have already been improved substantially under Government orders which were issued in September, 1960 and which had retrospective effect from 1st July, 1959.

Shri Balraj Madhok: Even though some pay-rise was made in the case of Jawans, there is a lot of discontent among them particularly because of the great disparity that exists in the matter of pay-scales as between the Jawans and the officers. May I know if a proportionate increase in the pay-scales of Jawans is also contemplated?

Shri Krishna Menon: We are not aware of any discontent. But there will always be a disparity between the pay-scales of Jawans and the officers.

Shri Bal Raj Madhok: The disparity is too much; not that it will always be there.

Mr. Speaker: Can we go into this matter in the Question Hour?

Shri Krishna Menon: I am in your hands, Sir.

Mr. Speaker: It is not necessary. The Defence Minister has been returned to the House, but unfortunately perhaps the hon. Member has not been. These matters can be taken up in the debate.

Mr. Speaker: Shrimati Ila Palchoudhuri.

Shrimati Ila Palchoudhuri: Question No. 205.

Mr. Speaker: She also is not expressing any apology. What is the cause of her absence?

Shrimati Ila Palchoudhuri: There was an urgent call for me from somebody. I am very sorry.

Expansion of Magistracy and Police in Delhi

***205. Shrimati Ila Palchoudhuri:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the Delhi Administration have put forward a scheme to the Government of India for expansion of Magistracy and police force in the Union Territory of Delhi;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Delhi Administration's proposals in this respect were received only very recently and are yet to be examined.

(c) Does not arise.

Shrimati Ila Palchoudhuri: Is it not a fact that out of the 50 magistrates, many are honorary magistrates and hence the work cannot be got through?

Shri Datar: There are 24 stipendiary magistrates and 27 honorary magistrates.

Shrimati Ila Palchoudhuri: Is it not a fact that the Delhi Administration has asked that unless the whole set-up is expanded, it will cause a disastrous efftct on the law and order situation in Delhi?

Shri Datar: For a speedy disposal of the pending cases, the Delhi Administration has asked for the appointment of a number of stipendiary magistrates. We have received proposals only three days ago and the matter is under examination.

Shri Bal Raj Madhok: What are the qualifications laid down for stipendiary magistrates and honorary magistrates? Should they be law graduates?

Shri Datar: So far as stipendiary magistrates are concerned, the usual qualifications as they are in U.P. and Punjab are followed. So far as honorary magistrates are concerned, specific qualifications have been laid down and there is a committee which looks into their qualifications and their ability to dispose of cases. Then they are appointed.

Mr. Speaker: His question is whether the person appointed should be a law graduate.

Shri Datar: The stipendiary magistrates are law graduates. In regard to honorary magistrates, sufficient knowledge of law is expected.

सेठ अचल सिह : क्या माननीय मंत्री जी बताने की कृपा करेंगे कि लेडी आनरेरी मजिस्ट्रेटस की संख्या कितनी है ?

Shri Datar: There were some; I am speaking from memory.

Shrimati Ila Palchoudhuri: Is it not a fact that there are hundreds of traffic cases still pending because the law has not been very clear about them and hence it is necessary that somebody very conversant with it should be there to dispose of them?

Shri Datar: It is true that some cases have been pending, but the disposals also are fairly satisfactory. I have got figures here. On 30th September, 1961 there were only 774 cases pending for more than six months.

Shri Bal Raj Madhok: May I know whether the honorary magistrates are appointed because of economy measures or because some patronage has to be extended to such people?

Shri Datar: They are appointed on account of a number of considerations. They carry on the work on the whole satisfactorily. They work for three days in the week.

Shri Radha Raman: May I know whether these honorary magistrates have got any specific term of office to serve or they are reappointed every year?

Shri Datar: Every year there is a body that goes into the qualifications and the work that is done by these people and then they are appointed.

Pay Scales of Police Officers

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*219. **Shri Balraj Madhok:**
Shri Assar:
Shri Shiva Datt Upadhyaya:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether there has been any recent upward revision in the pay scales of police officers serving in the Union Territories;

(b) if so, the details thereof;

(c) whether any upward revision of the pay scales of police constables is also under the consideration of Government; and

(d) if not, the reasons thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). The pay scales of police personnel including constables in Delhi and Tripura have been revised from 1st July 1959. The pay scales have also been revised in the Andaman and Nicobar Islands except for constables, in whose case also it has now been decided to revise the pay scales with effect from 1st July 1959. The pay scales of police personnel in Manipur and Himachal Pradesh have not been revised because they follow the pattern respectively of the States of

Assam and Punjab which have not revised their own scales of pay. The details of the revised pay scales are given in the statement laid on the Table. [Placed in Library. *See* No. LT-3606/62].

Shri Bal Raj Madhok: Are the constables given house allowance?

Shri Datar: Yes; especially when they are not provided with any Government house.

Shri C. D. Pande: May I know whether the scale of pay of IPS officers also has been changed?

Shri Datar: Yes; so far as IPS officers are concerned, there is a proposal to consider whether the highest payscale that is now available should not be enhanced. That matter is under consideration in consultation with the State Governments.

Shrimati Ila Palchoudhuri: Has the Government considered whether the pay-scales of the border outposts police will be increased also, because their conditions are very difficult?

Shri Datar: That is a different question. This relates to the police in general. So far as border outposts are concerned, there was one question which I answered today. I believe allowances also are allowed to them for carrying on their work in such distant areas.

WRITTEN ANSWERS TO QUESTIONS

Branch of Law Ministry in Madras

*190. **Shri P. C. Borooah:** Will the Minister of **Law** be pleased to state:

(a) whether Government have been considering the possibility of establishing a branch of the Ministry in Madras; and

(b) if so, what is the decision?

The Deputy Minister of Law (Shri R. M. Hajarnavis): (a) Yes.

(b) No decision has so far been reached.

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Committee for Grading of Coal

*191. **Shri D. C. Sharma:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the Committee appointed to evolve a scientific formula for grading of coal has submitted its report;

(b) if so, the details thereof; and

(c) if not, the progress made so far?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No.

(b) Does not arise.

(c) The matter is still under examination by the Committee.

Notified Areas under Criminal Law

*192. **Shri Bhakt Darshan:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 170 on the 23rd November, 1961 and state:

(a) the decision taken in regard to the question of declaring certain areas on the northern border as notified areas under Section 3 of Criminal Law (Amendment) Act, 1961; and

(b) if no decision has been taken so far, the reasons for the delay in this matter?

The Minister of Home Affairs (Shri Lal Bahadur Shastri): (a) and (b). The notifications declaring certain areas in Uttar Pradesh, West Bengal and Himachal Pradesh as notified areas under section 3 of the Criminal Law Amendment Act, 1961, are under issue.

फौजदारी कानून के अधीन अधिसूचित क्षेत्र

*१९२. **श्री भक्त दर्शन** : क्या गृह-कार्य मंत्री २३ नवम्बर, १९६१ के तारांकित प्रश्न संख्या १७० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) फौजदारी कानून संशोधन एक्ट १९६१ की धारा ३ के अन्तर्गत उत्तरी सीमा

के कुछ क्षेत्रों को अधिसूचित क्षेत्र घोषित करने के जिस प्रश्न पर विचार किया जा रहा था, उसके बारे में क्या निश्चय किया गया है ; और

(ख) यदि अभी तक निश्चय नहीं हो पाया है तो इस बारे में देरी होने का क्या कारण है?

गृह-कार्य मंत्री (श्री लाल बहादुर शास्त्री) : (क) और (ख) : दंड विधि संशोधन अधिनियम १९६१ की धारा ३ के अन्तर्गत उत्तर प्रदेश, पश्चिमी बंगाल और हिमाचल प्रदेश के विशेष क्षेत्रों को अधिसूचित क्षेत्र घोषित करने की अधिसूचनायें जारी हो रही हैं ।

Wowen Teachers in Rural Areas

***193. Shri Bibhuti Mishra:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the Union Government have accepted the recommendation of the National Council for Women's Education that women teachers serving in rural areas should be paid more;

(b) if so, the details of the recommendation; and

(c) the decision taken by Government?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). The National Council for Women's Education re-recommended that schemes like payment of village allowances to women teachers may be included by State Governments in their special programmes for the development of the education of girls. This recommendation was accepted by the Ministry of Education subject to the condition that such allowances should be given to only those women teachers who are not provided with quarters.

As the special programme for the education of girls is included in the State sector, and it is for the State Governments to take action on this recommendation, the Government of India has brought this recommendation to their notice.

Election Expenses in Orissa

***194. Shri B. C. Mullick:** Will the Minister of **Law** be pleased to state:

(a) what amount of money has been spent to conduct the Lok Sabha elections in Orissa held in February, 1962;

(b) whether the entire amount was borne by the State Government; and

(c) if not, what was the amount contributed by the Central Government?

The Deputy Minister of Law (Shri Hajarnavis): (a) The information is not readily available. It will take some time for the State Government of Orissa to collect the figures of expenditure from the various authorities concerned.

(b) No, Sir.

(c) The total expenditure incurred on the Third General Elections to the Lok Sabha in Orissa is to be shared between the Government of India and the Government of Orissa in the ratio of 21:20.

Copper Smelter Plant at Khetri

***195.** { **Shri Morarka:**
Shri T. B. Vittal Rao:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the capacity of the copper smelter plant at Khetri has been increased recently; and

(b) if so, what is the revised capacity and when the plant is expected to be put up?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). The Copper smelting plant at Khetri has not yet been put up. The Third Plan envisaged a minimum production of 10,000 tons of electrolytic copper per annum at Khetri. The Project report recently submitted by the Consultants envisages a plant with a capacity of 21,000 metric tons of electrolytic copper per annum. According to the time schedule given in the Project Report, the plant is likely to come into full production early in 1965. The Project Report is under consideration.

Low Cost Car

***201. Shri Ram Krishan Gupta:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that Hindustan Aircraft Ltd. has completed work on the prototype of a low cost car;

(b) if so, whether it has been put on trial; and

(c) the result thereof?

The Minister of Defence (Shri Krishna Menon): (a) to (c). Hindustan Aircraft Limited undertook work on a low cost car as a study project, and the work thereon is continuing. Consequently it is premature to assess the result.

Staff of Delhi Aided Schools

***202. Shri T. B. Vittal Rao:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the Director of Education (Delhi State) in his letter No. F.6(47)/61-Edn. dated the 4th October, 1961 addressed to the President, Delhi School Managers Association, Delhi has stated that the condition of termination of services of the staff in aided schools during the period of probation with the prior approval of the department should remain operative as hithertofore;

(b) whether it is also a fact that in some aided schools this rule has been violated;

(c) whether Government have made enquiries into such cases of irregularities; and

(d) if so, the names of the schools where this rule is violated?

The Minister of Education (Dr. K. L. Shrimali) · (a) Yes, Sir.

(b) to (d). Only one complaint of this nature has been received in this Ministry which is being investigated. The complaint relates to Ram Roop Vidya Mandir Higher Secondary school. The Delhi Administration is, however, making detailed enquiries to find out whether any other school management has violated these orders.

Aid to Students of Delhi Schools

***203. Shri Ram Garib:** Will the Minister of **Education** be pleased to state:

(a) whether there is any scheme or provision according to which students who secure good positions in their classes in the Government run/aided schools in Delhi/New Delhi get some financial assistance;

(b) if so, what is that scheme; and

(c) if the answer to part (a) be in the negative, whether Government propose to introduce any such scheme to encourage brilliant students specially belonging to poor families?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). There is a scholarship scheme under which scholarships are awarded on the result of a competitive examination at the end of Class V and Class VIII. Only those students who secure the first three positions in the annual class promotion examinations of Classes V & VIII in the various schools are eligible to appear at the competitive examinations. These scholarships are renewable for three years subject to satisfactory progress of the awardees.

Oil Exploration in U.P.

***204. Shri P. G. Deb:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any contract has been signed with a foreign company for oil exploration work in UP.; and

(b) if so, on what terms?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a). No, Sir.

(b) Does not arise.

Russian Jet Aero-Engines

***206. Shri P. C. Borooah:** Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 206 on the 23rd November, 1961 and state:

(a) whether the six Russian jet aero-engines recenly purchased from Russia have been fitted to the HF-24 aircrafts;

(b) if so, whether they have been tried and found in perfect order;

(c) whether any more engines for HF-24 aircraft are proposed to be procured; and

(d) if so, from where?

The Minister of Defence (Shri Krishna Menon): (a) and (b). The engines are undergoing necessary trials appropriate to our requirements. These are not completed.

(c) and (d). HF-24 is now powered by Orpheus Siddeley engies of British design but being built in India.

British Credit for Coal Industry

***207. Shri D. C. Sharma:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any British credit for coal industry has been received; and

(b) if so, the details thereof?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). There is no specific British credit for coal industry. There is, however, an allocation of Rs. 1.44 crores for Ropeways for Area 'D' of Jharia Coalfield and of Rs. 0.92 crores for Bhojudih Coal Washery from out of the U.K. credit of £30 million.

हिन्दू धार्मिक न्यास आयोग

***२०८. श्री भक्त दर्शन :** क्या **विधि** मंत्री ८ दिसम्बर, १९६१ के अतारांकित प्रश्न सख्या १६२३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) हिन्दू धार्मिक न्यासों के बारे में जांच करने वाले आयोग ने क्या इस बीच अपना कार्य समाप्त कर लिया है ;

(ख) यदि हां, तो क्या उसकी रिपोर्ट की एक प्रतिलिपि सभा पटल पर रखी जाएगी; और

(ग) यदि अभी तक रिपोर्ट प्राप्त नहीं हुई है तो देर से देर कब तक उसके मिल जाने की आशा की जाती है ?

***विधि उपमंत्री (श्री आर० एम० हजरनवीस)** : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) आयोग आशा करता है कि वह अपनी रिपोर्ट मई, १९६२ के अन्त तक सरकार को प्रस्तुत कर देगा ।

अंकलेश्वर के अल की सफाई

***२०९. श्री विभूति मिश्र :** क्या **इस्पात, खान और इंधन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत सरकार ने बर्मा शैल और स्टानवाक कम्पनियों से अंक्लेश्वर से प्राप्त तेल की सफाई के सम्बन्ध में कोई समझौता किया है ;

(ख) यदि हां, तो समझौते की शर्तें क्या हैं ; और

(ग) प्रति टन सफाई का क्या व्यय पड़ेगा ?

खान और तेल मंत्री (श्री केशव देव मालवीय) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) वैयक्तिक क्षेत्र की शोधनशालाओं द्वारा अशुद्ध तेल (crude oil) को साफ करने का प्रति टन का व्यय सरकार के पास उपलब्ध नहीं है ।

Alloy and Special Tool Plant

***210. Shri Morarka:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the progress made so far in the establishment of alloy and special tool plant;

(b) when production is expected to start; and

(c) what are the different products which will be manufactured first?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Preliminary work connected with the acquisition of land has already been undertaken. Site levelling work, construction of perimeter wall, shop offices and site offices have started. Tenders for most of the civil engineering works have been released and some of them are in the process of being finalised. The tender specification for the supply of plant and equipment are being finalised and the tenders are expected to be called for shortly.

(b) By 1965-66.

(c) The product-mix of the plant will cover the complete range of tool, alloy and special steels. About one-half of the initial output will be in the form of bars and the balance in the form of flat products (sheets and plates).

Two Classes in M.A. Examinations

***215. Shri Ram Krishan Gupta:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that Shri C. D. Deshmukh, Vice-Chancellor of Delhi University, has suggested that the system of three classes in the M.A. Examination be replaced by two—pass and distinction; and

(b) if so, the action taken thereon?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). Shri C. D. Deshmukh, Vice-Chancellor of Delhi University expressed his personal opinion to this effect at a function. It is for the Vice-Chancellor to take up the matter formally with the appropriate Body of the University after giving due consideration to all its aspects.

Junior Staff Councils

***216. Shri P. C. Borooah:** Will the Minister of **Home Affairs** be pleased to state:

(a) in how many cases the Junior Staff Councils in the various departments of Government resigned en bloc before the expiry of their term of office since the institution of such councils;

(b) what were the reasons for their resignation; and

(c) whether the reason in general was the alleged ineffectiveness of such councils, if so, what action has been taken to render them more effective?

The Minister in Ministry of Home Affairs (Shri B. N. Datar): (a) According to the available information, there is no such case.

(b) and (c). Do not arise.

शारीरिक शिक्षा तथा युवक-कल्याण संबंधी समन्वय समिति

***श्री भक्त दर्शन :** क्या शिक्षा मंत्री २७ नवम्बर, १९६१ के तारांकित प्रश्न संख्या ३४१ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) शारीरिक शिक्षा मनोरंजन व युवक-कल्याण की विभिन्न योजनाओं में सामंजस्य स्थापित करने के उद्देश्य से जो समिति नियुक्त की गई थी, क्या इस बीच उस ने अपना कार्य समाप्त कर लिया है ; और

(ख)यदि हां, तो क्या उस समिति की रिपोर्ट व उस पर की गई कार्यवाही का विवरण सभा पटल पर रखा जायेगा ?

शिक्षा मंत्री (डा० का० श्रीमाली) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

Oil Production

***218. Shri Morarka:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the present annual production of oil from the existing oil wells in India;

(b) how much of it would be refined at Nunmati and Barauni; and

(c) where would the remaining oil be refined?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) About 0.5 million tonnes during 1961.

(b) About 60,000 tonnes would be refined at Nunmati. Barauni refinery is not yet ready to receive crude oil.

(c) The balance crude oil produced during 1961 was refined by the Digboi refinery and Burmah-Shell refinery at Bombay.

Resignation of a Clerk for Elections

286. Shri Ram Krishan Gupta: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that one Shri Banwari Lal, Lower Division Clerk in Establishment I(B) Branch of Finance Ministry contested election from Kani no Reserve Assembly Constituency in Punjab;

(b) if so, whether his resignation was accepted; and

(c) if so, when?

The Minister of Finance (Shri Morarji Desai): (a). Yes.

(b) Yes.

(c). From the 24th January, 1962.

पंजाब के सरहाली क्षेत्र में निर्वाचन

२८७. श्री प्रकाशवीर शास्त्री : क्या **विधि** मंत्री यह बताने की कृपा करेंगे कि :

(क) पंजाब के सरहाली निर्वाचन-क्षेत्र के सम्बन्ध में जहां से पंजाब के मुख्य मंत्री श्री प्रताप सिंह कैरों राज्य विधान सभा के लिए चुनाव में खड़े हुए थे कुछ शिकायतें निर्वाचन आयुक्त को प्राप्त हुई हैं;

(ख) यदि हां, तो क्या सरकार ने उनकी कोई खोज की है कि उनमें कहां तक सत्य है; और

(ग) सरकार का ध्यान समाचारपत्रों में प्रकाशित क्या उन समाचारों की ओर भी दिलाया गया है जिनमें पंजाब में निर्वाचनों की वैधता पर संदेह प्रगट किया जा रहा है ?

विधि उपमंत्री (श्री हजरनवीस) : (क) और (ख). सरहाली विधान सभा निर्वाचन क्षेत्र से निर्वाचन के उम्मीदवारों में से एक उम्मीदवार की ओर से निर्वाचन आयोग को एक शिकायत प्राप्त हुई थी जिसमें यह आरोप लगाया गया था कि निर्वाचन पदाधिकारी ने मत गणना और परिणामों की घोषणा के प्रक्रम में अनेक अनियमितताएं और अवैधताएं की हैं । साथ ही इस शिकायत में उक्त निर्वाचन क्षेत्र में दुबारा मतदान कराये जाने की प्रार्थना की गई थी । निर्वाचन आयोग ने निर्वाचन उपायुक्त से तुरन्त इस मामले की तत्स्थानिक जांच कराई थी । चूंकि निर्वाचन पदाधिकारी ने दोनों मुख्य अभिकथनों से स्पष्टतः इंकार कर दिया था और निर्वाचन का परिणाम पहले ही घोषित हो चुका था, अतः आयोग ने विनिश्चय किया कि विधि के अधीन न तो मतों की पुनर्गणना और न पुनर्मतदान ही हो सकता है ।

(ग) सरकार को समाचारपत्रों के ऐसे किसी समाचार की जानकारी नहीं है जिसमें कि

पंजाब के सारे निर्वाचनों की वैधता पर संदेह प्रगट किया गया हो ।

Foreign Exchange Holding of Orissa Chief Minister

288. Shri P. G. Deb: Will the Minister of **Finance** be pleased to state:

(a) whether the enquiry into the foreign exchange holding of the Chief Minister of Orissa has been completed; and

(b) if so, the details thereof?

The Minister of Finance (Shri Morarji Desai): (a) The Honourable Member seems to have in mind the case referred to in the reply given on the 30th November, 1961 to Lok Sabha Starred Question No. 433 by Shri Ram Krishan Gupta and others. That matter is still under investigation.

(b) Does not arise.

Mines in Maharashtra

289. Shri P. G. Deb: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that the Maharashtra Government had disputed the right of Centre to work Mines in that State; and

(b) if so, the details thereof?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir.

(b) The question does not arise.

Nanavati Case

290. Shri P. G. Deb: Will the Minister of **Defence** be pleased to state:

(a) how much amount was advanced to ex-Commandar Nanavati for his defence in the murder case; and

(b) how much amount has been paid back so far?

The Minister of Defence (Shri Krishna Menon): (a) A lum sum grant of Rs. 10,000 and not an advance was paid to Commander Nanavati as a measure of financial assistance to enable him to arrange his legal defence.

(b) Does not arise.

Manufacture of Air Defence Radar Sets

291. Shrimati Ila Palchoudhuri: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that development and manufacture of air defence radar sets are being undertaken by one of the units of the Maintenance Command of the Indian Air Force; and

(b) if so, progress made in connection therewith?

The Minister of Defence (Shri Krishna Menon): (a) Radar equipment in full or in part have been under development;

(b) It is not in the public interest to give any more information.

Rebate on Income Tax for Export Promotion

292. Shrimati Ila Palchoudhuri: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that a Scheme for granting rebate on Income Tax as an incentive for export promotion as recommended by the Dehejia Committee reported to have been accepted by Government, is not likely to be enforced for the present;

(b) if so, the reasons therefor; and

(c) when it is likely to be made effective?

The Minister of Finance (Shri Morarji Desai): (a) There is no such committee as Dehejia Committee.

(b) and (c). Do not arise.

Some recommendations in this behalf have been made by the Import and Export Policy Committee under the chairmanship of Shri A. Ramaswami Mudaliar. This report is under consideration of the Government.

Survey and Exploration of Minerals

293. **Shrimati Ila Palchoudhuri:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that an eleborate programme for extensive and intensive survey, exploration and drilling of the base minerals in India including exploitation of diamond deposits of Ram Kherya area in Panna District of Madhya Pradesh has been drawn up by the Geological Survey of India and the National Mineral Development Corporation; and

(b) if so, details thereof together with the expenditure involved as compared to the expected gains as a result of the execution of the programme?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir. A programme for intensive survey and exploration for base metals ores has been drawn up by the Geological Survey of India. A scheme for exploitation of the diamond deposits of Ram Kheriya area in Panna district is being implemented by the National Mineral Development Corporation.

(b) During the Third Plan period the Geological survey of India propose to undertake intensive exploration including drilling for copper and other base metals in localities in the following districts:

Bihar: Singhbhum, Hazaribagh, Santhal Parganas, Monghyr and Bhagalpur.

Rajasthan: Jhunjhunu, Alwar, Ajmer, Udaipur, Bilwara, Banswara, Pali and Sawai Madhopur.

Madras: South Arcot.

Mysore: Hassan.

Madhya Pradesh: Bastar and Jabalpur.

Andhra Pradesh: Khammam, Kurnool and Guntur.

Assam: N.E.F.A.

Manipur: Ukhrul-Moreh area.

Punjab: Kangra and Simla.

Orissa: Mayurbhanj.

Uttar Pradesh: Almora, Garhwal, Tehri Garhwal and Dehra Dun.

West Bengal: Midnapur and Purulia.

The programme envisages large scale mapping of 8200 sq. miles (21,240 sq. kms.); Plane table mapping of 111 sq. miles (287 sq. kms.) and drilling 259,000 feet (78,940 metres).

No separate financial provision is made for carrying out geological surveys in individual States, the expenditure incurred being met from the sanctioned grant of the Geological Survey of India for the country as a whole.

The Ram Kheriya mining scheme being implemented by the National Mineral Development Corporation Ltd. is estimated to cost Rs. 46·2 lakhs and has a production target of 12,500 rattis of diamonds per year; it is expected to start production in 1963.

Lubricants

294. **Shri P. C. Borooah:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the extent to which lubricants are at present produced in the country; and

(b) to what extent India will become self-sufficient in respect of such lubricants by the end of the Third Five Year Plan period?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Local production amounts to about 7 per cent. of requirements.

(b) It is possible that about 50 per cent. of requirements may be met from local production.

Aid India Club Meeting

295. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the Aid India Club held their meeting on Monday, the 29th January, 1962, and voted for some funds for the implementation of India's Third Five Year Plan;

(b) if so, how much fund was voted; and

(c) if not, whether the voting of funds had been postponed to a later date and why?

The Minister of Finance (Shri Morarji Desai): (a) to (c). The Consortium of Governments and Institutions interested in development assistance to India held its fifth meeting in Washington on January, 29, and 30, 1962, to review the action taken by members of the Consortium in fulfilment of the aid commitments for the first year of India's Third Plan, indicated by them in June 1961 meeting. The Consortium also recognised that further external assistance would be required in 1962-63 beyond that already committed, and agreed to meet again in May, 1962.

Savings during Second Five Year Plan Period

296. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to state:

(a) what had been the ratio of savings to income during each of the five years of the Second Plan period; and

(b) what steps if any, are proposed to be taken to increase this ratio during the Third Five Year Plan period?

The Minister of Finance (Shri Morarji Desai): (a) Comparable estimates of the ratio of savings to national income during each of the five years of the Second Plan period are not available. The Reserve Bank of India has, however, prepared estimates of savings for the period 1950-51 to 1958-59; and these have been published in the Reserve Bank of Indian Bulletin for August, 1961. Since the year to year estimates are not very reliable or meaningful, the period from 1950-51 to 1958-59 has been divided into three sub-periods; and the ratio of domestic savings to national income works out to 5·9 per cent. for the first three years i.e., 1950-51 to 1952-53, 7·3 per cent. for the last three years of the First Plan and 7·9 per cent. for the first three years of the Second Plan. The Report on the Third Five Year Plan estimates that towards the end of the Second Plan period, the ratio of savings to national income was of the order of 8·5 per cent.

(b) The Third Five Year Plan postulates an increase in the rate of domestic savings from about 8·5 per cent. of national income at the end of the Second Plan to about 11·5 per cent. by the end of the Third Plan. As stated in the Plan, "this will require the fullest effort to increase total output as envisaged in the Plan and steady pursuit of economic policies designed to keep consumption within the limits set by the requirements of investment".

Senior Staff Councils

297. Shri P. C. Borooah: Will the Minister of **Defence** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the Departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Deputy Minister of Defence (Shri Raghu Ramaiah): (a) to (d). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-3607/62].

Senior Staff Councils

298. Shri P. C. Borooah: Will the Minister of **Education** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the Departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Education (Dr. K. L. Shrimali): (a) to (d). A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 13].

Senior Staff Councils

229. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the Departments under his Ministry since the constitution of these councils year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Finance (Shri Morarji Desai): (a)

	1956	1957	1958	1959	1960	1961
(a) .	25	25	35	70	66	*50
(b) .	19	20†	27‡	58	47	39
(c) .	1				1	..
(d) .	5	5	8	12	18	9

The recommendations were rejected either on grounds of economy or due to administrative reasons.

Senior Staff Councils

300. Shri P. C. Borooah: Will the Minister of **Home Affairs** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the Departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). The information is being collected and will be placed at the Table of the House as soon as it is complete.

Senior Staff Councils

301. Shri P. C. Borooah: Will the Minister of **Law** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the Departments under his Ministry since the constitution of these councils, year-wise;

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*Of these 2 are under consideration.

†Including one withdrawn.

‡Including one not pursued further.

Note: The above figures do not include information relating to the Attached and Subordinate Offices of the Ministry.

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Deputy Minister of Law (Shri Hajarnavis): (a) to (d). The position is given in the statement below:—

Year	Number of Recommendations made	Number of Recommendations implemented.	Number of Recommendations not implemented
	(a)	(b)	(d)
1955	2	2	
1956	3	3	
1957			
1958	14	11	3
1959	6	5	1
1960	8	8	
1961 .	7	7	..
TOTAL .	40	36	4

Note: Out of the 4 recommendations referred to in Col. (d) above, the two recommendations relate to the Central Secretariat Clerical Service, the third recommendation relates to leave travel concession and the fourth recommendation relates to hot weather amenities in office rooms. As the subject matter of these recommendations is governed by policy decisions contained in the general orders of the Government, this Ministry is not in a position to either accept or implement the recommendations without the concurrence of the administrative Ministries concerned.

(c) Nil.

Senior Staff Councils

302. **Shri P. C. Boroaah**: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the Departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (d). Since these Councils have been in existence since 1954, the time and labour required to collect this information will not be commensurate with the results.

Senior Staff Councils

303. **Shri P. C. Boroaah**: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the Departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (d). A statement giving the information is laid on the table of the House. [*See* Appendix II, annexure No. 14].

Election Candidates

304. Shri A. K. Gopalan: Will the Minister of **Law** be pleased to state:

(a) the names of candidates (also constituencies) who died before the date of withdrawal after filing their nomination papers;

(b) names of candidates who died after the date of withdrawal; and

(c) steps taken for holding elections in each case?

The Deputy Minister of Law (Shri Hajarnavis): (a) Shri Malkhan Singh, a candidate for Sikandra Rao Assembly constituency in Uttar Pradesh, died after filing his nomination paper but before the last date for withdrawal of candidature.

(b) The following candidates died after the last date of withdrawal of candidature:—

1. Shri Reddigari Narasimha Reddi.
2. Shri Ramchandra Rao Ganpatrao Dhote.
3. Shri Annamalai Muthuraja.
4. Shri Girjesh Bahadur.
5. Shri Zulfikar Hussain Khan.

(c) In the case of the candidate referred to in part (a) of the question, as the candidate had died before the last date for withdrawal of candidatures, his name was not included in the list of contesting candidates and the election proceeded according to programme.

In each of the cases mentioned in part (b) of the question, the poll was countermanded under section 52 of the Representation of the People Act, 1951 and all proceedings with reference to the elections in the constituencies concerned were commenced anew. Four of these elections have been completed and the remaining one is in progress.

Explosion Near Jama Masjid, Delhi

305. Shri D. C. Sharma: Will the Minister of **Home Affairs** be pleased to state:

(a) whether two persons were injured in an explosion behind Harey Bharey Mazar, opposite Jama Masjid, Delhi on the 12th February, 1962;

(b) whether any investigations have been made in this regard; and

(c) if so, the result thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) On 12th February, 1962 at about 9 p.m. there was a cracker explosion in a tent near Harey Bhare Mazar, in which two persons received minor injuries.

(b) and (c). The case is under investigation.

Violation of Foreign Exchange Rules

306. Shri P. G. Deb: Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 2200 given on the 6th September, 1960 and state:

(a) how many cases of violation of foreign exchange rules have been decided from 31st July, 1960 up to date;

(b) whether any action has been taken to reduce them positively; **and**

(c) if so, whether the details thereof and names of the parties and the fine imposed under different sections will be placed on the Table?

The Minister of Finance (Shri Morarji Desai): (a) 580 cases of violation of the foreign exchange regulations have been adjudicated by the Directorate of Enforcement from the 31st July, 1960 to the 28th February, 1962.

(b) Cases of violation of the foreign exchange regulations are carefully investigated and deterrent penalties are imposed wherever they are deemed necessary. Such action is expected to result in a reduction in the number of violations. The Director of Enforcement has taken steps to reduce the number of pending cases by strengthening the machinery of investigation and expediting the process of adjudication.

(c) Penalties totalling Rs. 11,83,693 were imposed on the persons or firms concerned. It is considered that the furnishing of a voluminous statement giving details of these 580 cases would not serve any useful purpose. However particulars of any specific case in which penal action has been taken will be furnished, if required.

राष्ट्रीय एकीकरण सम्मेलन

३०७. **श्री भक्त दर्शन** : क्या **गृह-कार्य** मंत्री ३० नवम्बर, १९६१ के तारांकित प्रश्न संख्या ४४० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि राष्ट्रीय एकीकरण सम्मेलन में की गई सिफारिशों को कार्यान्वित करने की दिशा में इस बीच क्या प्रगति हुई?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : राष्ट्रीय एकीकरण से सम्बन्धित सभी मामलों की समीक्षा करने के लिये जो परिषद् कायम किया गया था उसकी बैठक आम चुनावों के कारण अभी तक नहीं बुलाई जा सकी ।

आज़ाद हिन्द फौज के भूतपूर्व सैनिक

३०८. **श्री भक्त दर्शन** : क्या **गृह-कार्य** मंत्री ३० नवम्बर, १९६१ के अतारांकित प्रश्न संख्या ९२८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) आज़ाद हिन्दी फौज के सैनिकों को राजनैतिक पीड़ितों की सब सुविधायें देने का निश्चय जिन राज्य सरकारों व प्रशासनों ने तब तक नहीं किया था, उन्हें मनाने में इस बीच कहां तक सफलता मिली है; और

(ख) जिन राज्यों में यह निश्चय किया गया है, उनमें से प्रत्येक में अब तक कितने कितने आजाद हिन्द फौज के सैनिकों को वे सुविधायें दी जा चुकी हैं ?

गृह-कार्य मंत्रालय में राज्य-मंत्री श्री दातार) : (क) सभी संघ राज्य-क्षेत्रों और आसाम, बिहार, जम्मू और कश्मीर, केरल, मद्रास, महाराष्ट्र, उड़ीसा, पंजाब, राजस्थान, उत्तर प्रदेश तथा पश्चिम बंगाल की सरकारों ने आज़ाद हिन्द फौज के सैनिकों को राजनैतिक पीड़ितों की सब सुविधाएं देने के आदेश जारी कर दिये हैं । शेष सरकारों द्वारा की गई कार्यवाही के बारे में उनके उत्तर की प्रतीक्षा है ।

(ख) सूचना तुरन्त उपलब्ध नहीं हैं ।

Indian Writers

309. Shri Bibhuti Mishra: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether it is a fact that the Sahitya Akademi has published a book regarding the Indian writers giving information about their works etc.;

(b) if so, whether it is a fact that the name of famous Hindi writer "Nagarjun" has not been included in it; and

(c) if so, the reasons therefor?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) No, Sir. "Nagarjun", which is one of the pen-names used by Shri Vaidyanath Mishra appears at page 208 of the Sahitya Akademi's publication "Who's Who of Indian Writers".

(c) Does not arise.

Houses for Scheduled Castes in Flood Affected Areas of Orissa

310. Shri B. C. Mullick: Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred

Question No. 310 on the 23rd November, 1961 and state:

(a) the number of houses constructed for the Scheduled Castes in the flood affected areas in Orissa;

(b) the names of places where such houses have been constructed; and

(c) the number of families which so far have taken the occupation of the houses?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The required information has been called for from the State Government. A statement will be laid on the Table of the House when the information is received.

Percentage of Voting in Orissa

311. Shri B. C. Mullick: Will the Minister of **Law** be pleased to state:

(a) the percentage of the voters who cast their votes in the recently conducted Lok Sabha elections in Orissa; and

(b) the percentage of votes secured by the different political parties separately?

The Deputy Minister of Law (Shri Hajarnavis): (a) 25.88 per cent of the electors in Orissa voted at the general election to the Lok Sabha.

(b) The percentage of valid votes secured by the different political parties in Orissa was as follows:—

Indian National Congress	55·52
Ganatantra Parishad	17·42
Parja Socialist Party	15·50
Communist Party of India	5·11
Socialist Party	2·67
Swatantra Party	1·16

Pension Rules

312. Shri Balraj Madhok: Will the Minister of **Finance** be pleased to state:

(a) whether the rules promulgated in the Ministry of Finance Office Memorandum No. 20(2)-EV/56 dated 22nd May, 1957 and the Ministry of Finance (Department of Expenditure) Office Memorandum No. F 4(2)-Est. (Spl)|59-I dated 22nd April, 1960 further amending the Government of India Ministry of Finance, Office Memorandum No. F. 3(I)-Est.(Spl)/47 dated 17th April, 1950 take effect from 17th April, 1956 and if not from which date;

(b) whether the rules in the Office Memoranda dated 22nd May, 1957 and 22nd April, 1960 referred to in (a) above are applicable to the persons retired on or after 17th April, 1956, but on or before 21st April 1960 and, if not, why not;

(c) how many persons have retired between 17th April, 1956 and 21st, April, 1960;

(d) whether claims to pensions and gratuities in respect of Central Government employees who retired between the dates mentioned at (c) above have since been settled and if not why;

(e) whether there are any cases where the pensioners were refused application of the liberalised new pension rules as quoted at (a) above although they exercised their option within the stipulated period; and

(f) if so, what is the number of such cases and the grounds on which they were rejected?

The Minister of Finance (Shri Morarji Desai): (a) The provisions of this Ministry's Office Memorandum No. 20(2)-EV/56, dated the 22nd May, 1957 concerning changes in pension and death-*cum*-retirement gratuity, took effect from 17th April, 1956. But in regard to family pension, these orders took effect from 1st April, 1957 though a provision for considering cases of persons who died during three years prior to 1st April, 1957, was made in para 6 (ii) of these orders.

This Ministry's Office Memorandum No. F. 4(2)-Est.(Spl)/59-I, dated the 22nd April, 1960 took effect from the date of issue. But a provision has been made that for persons who retired on or after the 1st November, 1959 but before the 22nd April, 1960, qualifying service as well as emoluments for pension will be reckoned either according to the relevant pension rules as they stood on the date of their retirement or under the provisions as amended, whichever is more favourable.

(b) The dates of application of orders are as indicated in the answer to part (a) of the question. Government decisions become effective from date of issue of orders, except when otherwise specified.

(c) and (d). The information called for is not available.

(e) No, Sir. Such refusal is not permissible under the rules and no case of any departure from this has so far come to the notice of the Government.

(f) Does not arise.

Coal Washeries

313. **Shri Morarka:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) what progress has been made so far regarding the various coal washeries in the public sector;

(b) what is the total production of washed coal at present; and

(c) what is our total requirement?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) A statement giving the required information is attached. [*See* Appendix II, annexure No. 15-16].

(b) About 4 million tons per annum.

(c) The total requirement of washed coal will amount to about 15 million tons by the end of the Third Plan.

National Mineral Development Corporation

314. **Shri Ganpat Sahai:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that the National Mineral Development Corporation invited applications for the posts of Administrative Officers in April, 1961;

(b) whether it is also a fact that these posts were filled without considering those who applied in response to the Corporation's advertisement;

(c) if so, whether the application fee paid by the applicants has been refunded to them; and

(d) if not, the reasons therefor?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). The posts were advertised at the same time as State Governments, among others, were requested to furnish a panel of their officers suitable for deputations. As the candidates who responded to the advertisements were not found suitable, the two posts were filled by such deputation.

(c) and (d). The question of refunding the application fee does not arise as it is not the normal practice to refund the amount when the applications have been considered.

Plying of Tongas and Rehras on New Delhi Roads

315. **Shri Balraj Madhok:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether any amendment has been made in the order forbidding the plying of Tongas and Rehras on certain roads of New Delhi during specified hours in the morning and evening; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The following relaxations have been made:—

(i) The prohibitory order shall not be in force on Sundays and Central Government holidays in respect of any category of vehicles.

(ii) The period of restriction in the evening has been reduced by half an hour, i.e., in the evening it will now be in force from 5 P.M. to 6 P.M. instead of 5 P.M. to 7 P.M.

(iii) The restrictions have been withdrawn in respect of tongas carrying passengers on Mandir Road (former Reading Road).

(iv) One way traffic has been allowed during restricted hours on Connaught Circus between its junction with Chelmsford Road in the direction of Minto Bridge and towards Thompson Road.

(v) Tongas have been permitted to cross the prohibited roads even during the restricted hours at inter-sections along the roads which are not subject to restrictions.

Teachers of Aided Schools in Delhi

316. Shri Balraj Madhok: Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that no benefits of pension or gratuity are enjoyed by teachers working in aided schools in Delhi;

(b) whether it is also a fact that Delhi teachers have long been demanding the extension of these benefits to them; and

(c) if so, what steps Government propose to take to meet this demand?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir. The teachers in aided schools are entitled to the benefits of the Contributory Provident Fund in lieu of pension and gratuity.

(b) Yes, Sir.

(c) The Government of India is considering the question of introducing a Triple Benefit Scheme for aided school teachers under which the teachers will be entitled to the benefits of pension, provident fund and compulsory insurance.

Cases of Murder and Assault in Delhi

317. Shri Balraj Madhok: Will the Minister of **Home Affairs** be pleased to state:

(a) the total number of cases of murder and assault in Delhi during the months of January and February, 1962; and

(b) the number of cases in which culprits have been traced and apprehended so far?

The Minister of State in the Ministry of Home Affairs (Shri Datar):

	January	Feburary	Total
Murder .	4	7	11
Assault	59	56	115
(b) Murder	3	5	8
Assault	48	29	77

Flood Relief for Orissa

318. Shri Chintamani Panigrahi: Will the Minister of **Finance** be pleased to state:

(a) the amount of money which the Central Government have given to Orissa as its contribution to the Famine Relief Fund for meeting the flood relief expenditure in 1961-62; and

(b) what amount the State Government have actually spent in flood relief work in this period up-to-date?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The Central Government do not make any direct contribution to the Famine Relief Funds of the State Governments. They, however, share a part of the expenditure on specified items of gratuitous relief incurred by the State Governments on account of natural calamities under a prescribed pattern. The Government of Orissa have not so far intimated the actual expenditure on flood relief during 1961-62, nor has the scale of Central assistance been settled so far.

Confirmation of Employees of the Office of Iron and Steel Controller

319. **Shrimati Renu Chakravartty:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that a large number of employees working in the Iron and Steel Controller's Office have remained temporary for several years;

(b) whether it is also a fact that some of them have been working as temporary hands since 1944;

(c) when the recommendations of the Second Pay Commission to designate all posts which have been in continuance for more than three years, as posts of permanent nature and to make 90% of them permanent will be given effect; and

(d) when will the S.R. unit submit its report?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (d). According to the existing procedure, 80 per cent. of such temporary posts as are required for work of a permanent nature, may be converted into permanent ones provided they have been in existence for a continuous period of not less than 3 years. Although almost all the posts in the Iron and Steel Control Organisation have been in existence for more than three years, it is still uncertain which of the functions of that organisation will remain permanently. Unless the production and demand stabilises, it will not be possible to assess correctly the quantum of work which will devolve on this Organisation permanently. However, out of 708 posts in Steel Control Organisation, 406 posts have already been converted into permanent ones. This accounts for 77 per cent. of the posts recommended by the former S.R. Unit on the basis of the quantum of work which was in existence in April, 1956.

The S.R. Unit of the Ministry of Finance has recently inspected the office of the Iron and Steel Controller, Calcutta, with a view to assess staff requirement. It is expected that the unit after working out the staff requirements will submit the final report in a few months time. On receipt of the report of the S.R. Unit, further action relating to conversion of temporary posts into permanent ones will be taken up.

Delhi Schools

320. **Shri Ram Garib:** Will the Minister of **Education** be pleased to state:

(a) what is the number of schools (primary, middle, high and higher secondary) run by the Delhi Municipal Corporation, New Delhi Municipal Committee and the Directorate of Education, Delhi in Delhi|New Delhi areas on the 1st March, 1962, which have no buildings;

(b) for how many schools, the buildings are under construction and when they will be completed;

(c) whether it is a fact that some school buildings are under construction in Sarojini Nagar, New Delhi; and

(d) if so, which schools will be accommodated in each building?

The Minister of Education (Dr. K. L. Shrimali): (a) (1) Directorate of Education—31.

(2) Delhi Municipal Corporation—93.

(3) New Delhi Municipal Committee—9.

Total 133.

(b) (1) Directorate of Education—9 —to be completed by July, 1962.

(2) Delhi Municipal Corporation—52—to be completed by September, 1962.

(3) New Delhi Municipal Committee—Nil.

(c) and (d). Yes, one building is under construction which on completion will accommodate the Government Co-Educational Higher Secondary School, Sarojini Nagar, and Government Girls Higher Secondary School (II shift) Sarojini Nagar, in shifts.

Summer Vacation in Delhi Schools

321. **Shri Ram Garib:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the school vacation in Delhi is observed in the months of May—July and when the schools re-open in July, the rains start in Delhi;

(b) whether it is also a fact that Study in tented-schools are hampered during rains in Delhi;

(c) if the answers to parts (a) and (b) be in the affirmative, for how many days study has been hampered in each of the tented-schools in Delhi during the last academic year and what remedial steps Government propose to take in the matter; and

(d) whether there is any proposal to change the vacation to July—September months, apart from constructing buildings for the schools?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) Yes, only for a few days.

(c) No statistics have been kept school-wise. Efforts are being made to provide buildings for these tented schools as expeditiously as possible.

(d) No, Sir.

Pictographs Near Akhnur Temple in Jammu and Kashmir

322. **Shri Raghunath Singh:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether ancient pictographs have been found near Akhnur temple in Jammu and Kashmir State by Sividyealh Khaguria, Curator of Dogra Art Gallery, Jammu; and

(b) if so, what is their historical value?

The Minister of Scientific Research and Cultural Affairs (Prof. Humayun Kabir): (a) and (b). No pictographs but some inscriptions have been found and are being studied.

Statistics about General Elections

323. **Shri Raghunath Singh:** Will the Minister of **Law** be pleased to state how many invalid votes were recorded in the last general election in Assembly and Lok Sabha elections State-wise as compared to 1952 and 1957 general elections?

The Deputy Minister of Law (Shri Hajarnavis): Although general elections are over in most of the constituencies, polling is yet to take place in a few snow-bound constituencies of Punjab and Himachal Pradesh. After all the elections have been completed, it will take some time for collecting and compiling the information required in the question.

London Conference of Engineers

324. **Shri Raghunath Singh:** Will the Minister of **Education** be pleased to state:

(a) whether Indian engineers are taking part in London conference of engineers; and

(b) if so, their names and what is their contribution to the Conference?

The Minister of Education (Dr. K L. Shrimali): (a) and (b). The information is being collected and will be laid on the Table of the House.

Skull Scrap

325. **Shri Raghunath Singh:**
Shri S. C. Samanta:
Shri Subodh Hansda:
Dr. Pashupati Mandal:
Shri P. R Patel:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the quantity of skull scrap disposed of in 1961 by:

- (i) Messrs. Hindustan Steel Ltd. plants;
- (ii) M/s. Tata Iron & Steel Co., Ltd.;
- (iii) M/s. Indian Iron & Steel Co. Ltd.;
- (iv) M/s. Mysore Iron & Steel Works;
- (v) the scrap-based furnace owners; and

(b) whether it is a fact that the above steel producers are allowed to dispose of their skull arisings freely?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a). The information is not readily available.

(b) The Steel Plants of HSL and Mysore Iron & Steel Works consume their arisings of the steel skull. The arisings of Tata Iron & Steel Co. and Indian Iron & Steel Co. are allowed to be exported if they are not required by the other Steel Plants.

Supply of Raw Material for Steel Plants

326. **Shri Raghunath Singh:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) what are the distances of the sources of raw materials from the present steel plants and also those proposed in the Third Five Year Plan;

(b) the means of communications which either exist or are proposed over these distances;

(c) how they are proposed to be developed if they are inadequate to serve the steel plants taking into consideration their future expansion;

(d) what are the relative costs of developing or providing them as may be necessary, separately for rail, road and inland water transport;

(e) whether at present the steel plants rely solely on rail, communication and if so why other modes of communications have not been developed either in place of the railways wherever new lines have been laid for the steel plants or to supplement them; and

(f) generally, what are the economics of road and rail communications in such areas as regards the intial cost, the cost of operation and speed?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (f). Attention of the Hon'ble Member is invited to the statement made by me in reply to Unstarred Question No. 1948 on the 20th March, 1961.

Export of Heavy Melting Scrap

327 **Shri Raghunath Singh:**
Shri Subodh Hansda:
Shri S. C. Samanta:
Dr. Pashupati Mandal:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the quantity of heavy melting scrap exported during the years 1951-1961;

(b) the quantity of heavy melting scrap indigenously melted during the same period;

(c) whether it is a fact that the current scrap policy continues the total ban on heavy melting scrap export;

(d) whether the ban on heavy melting scrap export is maintained due to the scarcity of heavy melting scrap or for other reasons; and

(e) what is the estimated annual surplus or shortage of heavy melting scrap?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The figures of export of heavy melting scrap during the years 1951—55 are not available. However, the figures of export from 1955 to 1961 are given below:—

	Tons
1955	30,042
1956	1,582
1957	1,000
1958	21,556
1959	47,960
1960	43,450
1961	22,050

(b) This information is not available.

(c) Yes, Sir.

(d) The total ban on export of heavy melting scrap has been maintained from the latter half of 1961 because of the scarcity of this type of scrap in the country.

(e) Accurate statistics are not available.

Abu Simbel Temple in Aswan Dam Site

328. Shri P. C. Borooah: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether there is danger of the Abu Simbel temple being submerged under the Nile waters after the construction of Aswan High Dam in Egypt;

(b) if so, whether there is a scheme for preventing the temple from being submerged;

(c) what is the cost of scheme;

(d) whether India would pay her due share for the implementation of the scheme; and

(e) if so, to what extent?

The Minister for Scientific Research and Cultural Affairs (Prof. Humayun Kabir): (a). Yes, Sir.

(b) Yes, Sir.

(c) Estimated by Unesco at $87 Million.

(d) and (e). No decision has yet been reached.

केन्द्रीय ऐक्टों का हिन्दी अनुवाद

३२९. **श्री प्रकाशवीर शास्त्री** : क्या **विधि** मंत्री २३ नवम्बर, १९६१ के तारांकित प्रश्न संख्या १७५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय ऐक्टों का हिन्दी अनुवाद करने के लिए नियुक्त किये गये आयोग ने अपना कार्य आरम्भ कर दिया है;

(ख) यदि हां, तो अब तक कितना कार्य समाप्त हो चुका है;

(ग) क्या सरकार के पास ऐसे कोई सुझाव आये हैं कि भविष्य में जो नये बिल पेश किये जायें उन्हें अंग्रेज़ी और हिन्दी में साथ साथ पेश करने की व्यवस्था की जाये;

(घ) यदि हां, तो यह कब तक आरम्भ हो सकेगा और यदि नहीं तो ऐसा करने में क्या कठिनाइयां हैं; और

(ङ) कुल कितने केन्द्रीय ऐक्टों का हिन्दी में अनुवाद होना है ?

विधि उपमंत्री (श्री हजरनवीस) : (क) आयोग के कार्यकारी दल ने काम करना आरम्भ कर दिया है ।

(ख) भारतीय दंड संहिता का हिन्दी में पहला मसौदा तैयार हो चुका है ।

(ग) और (घ). विधेयकों को अंग्रेजी और हिन्दी में साथ साथ पुर-स्थापित किये जाने के सम्बन्ध में सुझाव संसद् के कुछ सदस्यों से प्राप्त हुए थे और यह सुझाव अभी भी विचाराधीन है ।

(ङ) लगभग आठ सौ केन्द्रीय अधिनियम ।

Central Institute of Education

330. Shri Balraj Madhok: Will the Minister of **Education** be pleased to state:

(a) the annual intake of students for B.Ed. and M.Ed. classes in the Central Institute of Education, Delhi;

(b) how many candidates applied for admission into these classes in 1961 and how many were admitted;

(c) how many of them came from the Union Territory of Delhi and how many from other States;

(d) whether it is a fact that this Institute alone cannot cope with the growing demand for teachers training facilities for the territory of Delhi; and

(e) if so, whether Government have any plan to open another Teachers Training College in Delhi?

The Minister of Education (Dr. K. L. Shrimali):

(a)	B. Ed. .	110
	M.Ed. .	25

(b) No. of applicants in 1961		No. admitted
B. Ed.	680	110
M. Ed.	116	17

(c) Class	From Union Territory of Delhi.	From other States.
B. Ed.	515	165
M. Ed.	15	101

(d) The Institute is coping with the demand. Further-more, Delhi is able to draw upon the supply available from the neighbouring States.

(e) Does not arise.

New Colleges in Delhi

331. Shri Balraj Madhok: Will the Minister of **Education** be pleased to state:

(a) whether any new colleges for boys and girls are going to be opened in the Union Territory of Delhi during the year 1962; and

(b) if so, the details thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The requirements of additional colleges in the Union Territory of Delhi are at present being assessed by the Delhi Administration.

Police Force in Delhi

332. Shri Balraj Madhok: Will the Minister of **Home Affairs** be pleased to state:

(a) the total strength of Police force in the Union Territory of Delhi;

(b) the total number of ladies in this force;

(c) the total number of quarters available for the police personnel (i) family and (ii) non-family;

(d) the shortage of family quarters and non-family quarters separately; and

(e) what steps are being taken to meet this shortage?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 11,990.

(b) 95.

(c) No. of family quarters available. 1371.

Non-family accommodation available. For 5097 persons.

(d) (i) Family quarters—4170

(ii) Non-family accommodation for 1352 persons.

(e) The construction of residential accommodation for police personnel has been given the highest priority and all land available with the Delhi Police has been pressed into use for this purpose. Three plots of land in Wazir Nagar, Shakur Basti, and Andrews Ganj have recently been allotted to the Delhi Police. Further, a sum of Rs. 35 lakhs has been earmarked in the Third Plan, for Police Housing.

Government Servants

333. Shri T. B. Vittal Rao: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the Home Minister addressed a meeting of Government servants held in Vigyan Bhavan last year, under the presidentship of Mrs. Rajen Nehru;

(b) whether it is a fact that a number of resolutions were passed in this meeting; and

(c) if so, the action taken thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar):

(a) Yes.

(b) No resolution have been received by Government.

(c) Does not arise. However certain points had been raised in a memorandum received before the meeting and certain additional requests were also made to the Home Minister. All these were considered and appropriate action has been taken.

Oil Refinery at Koyali

334. { **Shri P. R. Patel:**
Shri Oza:
Shrimati Jayaben Shah:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) how many acres of land are proposed to be acquired at Koyali and near about for oil refinery in Gujarat;

(b) what will be the estimated compensation price of the lands proposed to be acquired; and

(c) what will be the yearly loss of agricultural produce and the loss of excise duty etc. to Government?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) About 2,065 acres.

(b) and (c). Not yet available.

Central and State Taxes on Tea

335. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to state:

(a) whether Indian Tea Planters, Association at its 31st Annual meeting held recently in Calcutta demanded consolidation of Central and State taxes on Tea; and

(b) if so, what is the Government's decision thereon?

The Minister of Finance (Shri Morarji Desai): (a) No report on the proceedings of the 31st annual meeting has been received from the Indian Tea Planters' Association and the Government of India is not aware whether they demanded consolidation of Central and State taxes on tea.

(b) Does not arise.

12 hrs.

MOTIONS FOR ADJOURNMENT

INCIDENT AT NORTH CACHAR HILLS

Mr. Speaker: Four notices of adjournment motions by Shri S. M. Banerjee and others relating to activities of Naga hostiles were held over on 23rd March to be disposed of today. The hon. Prime Minister may make a factual statement.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal

Nehru): Regarding the tragic incident that took place in the North Cachar Hills on the 15th March, I have received some further information on this subject, which more or less confirms the account which has appeared in some of the newspapers. I am sorry I was unable to give a fuller account on the last occasion, because this was a matter directly concerning the Assam Government. If it had concerned the Nagaland, it would have been referred to us immediately. Therefore, we had to get the facts from the Assam Government. The facts as we understand them are as follows.

On the evening of the 15th March, gangs of Naga hostiles armed with rifles, raided some villages of North Cachar Hills and set fire to some 174 houses. Nearly 700 persons were rendered homeless and took shelter in Hajadisa village and in surrounding jungles. One person was shot dead during the raid and a Government PWD Camp and a Lower Primary School in one of the villages were also burnt down. The area where the raid took place has very difficult, hilly and jungle terrain and is inaccessible except by foot. It has been intensively patrolled by Army and Police before the elections.

Immediately on receipt of the news, the local Sub-Divisional Officer with armed patrols left for the area. Police patrols which were operating in the neighbourhood also moved into the area. Deputy Commissioner and Superintendent of Police, Mikir Hills, also left for the area on receipt of the news. Additional reinforcements of Assam Armed Police have been moved into the area.

The State Government immediately sanctioned Rs. 50,000 and would be sanctioning further relief as may be necessary. The Assam Minister for Tribal Areas was to have left for the spot yesterday to personally assess and supervise relief and other arrangements. Further outposts in the area are being set up immediately and intensive patrolling is being undertaken to reassure the people.

These are the bare facts, but there can be no doubt that such an incident is very distressing and it points to a certain change in the attitude of the Naga hostiles. That is to say, this is essentially no part of the movement in Nagaland. It is an outflow from that, when they act just as dacoits. They have acted like that in Nagaland. But now they have come into Assam territory, which has nothing to do with Nagaland and attacked a different tribe. I think this is an attack on a different tribe: there was some conflict between the two tribes—the Naga hostiles and these tribes, I forget what they are called. But anyhow, it is purely a criminal matter. These Naga hostiles are now engaged in criminal activities, which should be dealt with as we deal with dacoits and the rest. It cannot even remotely be connected with any political aspect of the Nagaland. Therefore, it is serious and although it has happened in Assam, that does not in any sense lessen the responsibility of the forces dealing with the hostile Nagas in Nagaland itself. The House will appreciate that dealing with armed men, call them dacoits if you like, whether it is in Madhya Pradesh or Rajasthan or places like that where they have a good place to secure themselves—in Madhya Pradesh they have these ravines and other places—is a difficult problem, because they are armed, they can hide and they can escape. And this terrain is even worse than that terrain. So, nobody can guarantee absolutely that a number of armed men cannot commit such atrocities. But it is a bit shocking that this kind of thing should occur to innocent people. All I can say is, as part of the larger scheme of things of meeting this menace of the Naga hostiles, steps should be taken as effective as they can well be in the circumstances.

Shri Braj Raj Singh (Firozabad): The statement made by the hon. Prime Minister perhaps indicates that

[Shri Braj Raj Singh]

there may be some change in the policy of the Government of India in dealing with the Naga hostiles. So far our policy has been that our jawans have been asked not to shoot at the Naga rebels. In view of the statement of the Prime Minister, may we know whether the House can expect some change in the policy of the Government of India in dealing with the Naga hostiles, either in Nagaland or in the neighbouring areas of Assam or Manipur?

Shri Jawaharlal Nehru: I do not think there has been any policy of the Government preventing people from shooting the hostiles. Perhaps, what the hon. Member refers to is....

Mr. Speaker: Shoot at sight.

Shri Jawaharlal Nehru: Yes, shoot at sight. Certainly, they can shoot at sight any person who is committing any depredation, but it is often difficult to distinguish between a hostile and a friend. We do not want our friends to get shot—that was the idea—because they dress alike; in fact, they wear the military dress so as to be mistaken for a friend. So, it is very difficult and one has to take risks sometimes. Normally, one does not want to take the risk of shooting a friend. The instructions undoubtedly are that people who commit dacoity, burning and killing can certainly be shot at sight.

Shri Hem Barua (Gauhati): The hon. Prime Minister was pleased to say that this attack on a tribal village in North Cachar-Mikir Hills is not part of the political movement of the Naga hostiles. It is not so. There have been instances of such attacks committed in the border areas of Assam district, and the hostile Nagas carry on these depredations in order to supplement their movement. They carry away arms and ammunition, if available, or they carry away money from the villagers so as to gear up their movement. Therefore, to say that this is not part of the political movement of the Nagas is not correct. I would say these border areas of Assam are left undefended inspite of the fact that there have been depredations there on several occasions. I will just ask the Prime Minister to say whether these border areas are sufficiently defended and the Assam Government is instructed to that purpose. At the same time, I ask: what is the agency through which the Government of India gets the information. We were told that the Government of India has its own agency there. Now the statement of the Prime Minister reveals that the agency on which the Government of India depends is the Government of Assam and, in spite of this incident, the Government of Assam did not supply the information to the Union Government in time. What is this?

Mr. Speaker: The other day the hon. Prime Minister read out some statement about the incident. It did not contain any reference to the 15th March at all.

Shri Jawaharlal Nehru: I forget the statement which I read out. All I pointed out was that in this matter if such a thing occurs in Nagaland, information about it comes directly to us immediately. If this happens in the Assam territory, the information goes to the Assam Government and then comes to us. So, there is some slight delay, unless we may get some direct information through our intelligence or something else. As a matter of fact, the statement that I read out that day was the preliminary report we got from our intelligence; not a full report. Subsequently, we got this fuller report from the Assam Government.

Shri Hem Barua: There was no report at all of anything connected with this.

Mr. Speaker: Subsequently there was.

Shri Jawaharlal Nehru: There is nothing odd about it. Whatever may occur, if it occurs in a State Government territory, we get the information from the State Government. That is the right course. Unless we have an army outpost or some intelligence, we normally get it from the State Government. As for what the hon. Member says, what I ventured to say was that this is not part of the Nagaland. It is, of course, true that the Naga hostiles occasionally go outside and attack various villages round about, chiefly in the hope of getting some money or supply. The Nagas in this case too, I understand, demanded money and supplies and on the villagers not acceding to their wishes they attacked them.

Shri Hem Barua: May I submit that this is not a case of pure dacoity?

Mr. Speaker: As the hon. Prime Minister pointed out, this attack is only for the purpose of furnishing themselves with sufficient resources to fight later on. All that can be done is being done by that Government and this Government. Enough has been said and sufficient factual information has been given to this House. So, I do not think it is necessary or worthwhile to allow these adjournment motions.

KARNAFULI DAM IN PAKISTAN AND ITS EFFECTS ON INDIAN TERRITORY

Mr. Speaker: I have received notice of another adjournment motion from Shri Hem Barua which reads:

> "The situation arising out of the reported decision of Pakistan to inaugurate the Karnafuli Dam project on Saturday next which after it is constructed would result in considerable portions of Indian territory in the adjoining areas being submerged and damaged."

This appears on the front page of *Statesman* of today. What is the position?

Shri Hem Barua: May I submit....

Mr. Speaker: I will call him after hearing the hon. Prime Minister.

Shri Jawaharlal Nehru: This question of the Karnafuli Dam was raised several years ago. Two and a half years ago it was formally considered at a ministerial level conference. Subsequently, there had been, I believe, four conferences between the representatives of Pakistan and India. We told Pakistan that we have no objection to their having that dam at Karnafuli even though as a result of it flooding might take place over a small part, a few miles, of Indian territory, but we must know exactly what part is going to be flooded; that is to say, there should be a survey as to where exactly the dam will be, how much it will affect our side and the question of compensation etc. would naturally arise. It was more or less agreed that this will take place. Subsequently, it was decided that the dam would be a little higher than previously thought of. Therefore, the flooding would be greater, over a wider area. That involved even more proper survey to know exactly what area would be flooded. This has been repeated several times. Now, in the last few weeks, we have learnt from the public press that they are going to start this scheme and that the President of Pakistan is supposed to visit the place to inaugurate the scheme. I do not know what inauguration means, whether it will mean that flooding will start then and how far it will go, but I understand that the dam is fairly ready.

As I said, we have no objection and if that scheme is to the advantage of Pakistan, we do not want to come in the way of the scheme. But we take strong exception to their taking any steps without reference to us, without the survey, without a decision about compensation etc. And among other things, we wanted some electric power for our use. All these things have not been decided, and they talk about starting the scheme. It is that to which we take strong exception,

[Shri Jawaharlal Nehru]

and we have been sending them letters. I do not remember the date but we sent them these letters in the last few weeks, some in the beginning of February, explaining our position to them that without the survey being completed, this should not be done. A little later we have again reminded them of this. We have had no reply to these protests yet.

Shri Hem Barua: We have raised on different occasions this matter on the floor of the House, as regards the construction of this Karnafuli dam by Pakistan, and we were never told what is the actual area that is going to be inundated by the reservoir of this dam. It was when Government agreed to the proposal of Pakistan in 1959 that they can have the dam that we had an idea that certain areas in the adjoining district would be flooded by the reservoir. Now comes the news that Pakistan has refused to survey or to give us an idea of the area that would be flooded by the reservoir of the dam, not to speak of paying compensation for the damage that is likely to be caused to our land. Now comes also the news that the dam will not be in the original site but that the dam is going to be of a bigger size and that it is likely, as the Prime Minister has said, that more areas would be inundated and more damage would be caused to our country.

I want to know from the Prime Minister, since Pakistan has taken a unilateral decision to construct the dam and inaugurate it on Saturday, what steps our Government propose to take to see that damage is not caused to our land, to our territory, and if it is caused what compensation they are going to pay, and whether this is going to be linked up with the agreement that we had with Pakistan in 1959 or not?

Shrimati Renu Chakravartty (Basirhat): Will the Prime Minister assure the House that before we enter into any agreement we will be quite sure as to the scheme, the area to be inundated before we sign on the dotted line? Because, on more than one occasion it has happened that all the difficulties have arisen when it comes to a question of a general principle being implemented. It has happened in the case of Beru Bari: all our maps they have taken away, the survey has not been completed, and we do not know where we stand. And in the case of Karnafuli, what the Prime Minister has stated makes it even more clear that we did not know even about the actual site and about the actual size of the dam, what will be the area inundated, etc.; because, he says now that it is going to be moved to a higher site. If it is going to be so moved, is that what we have signed, or was it a general agreement on principle?

Therefore, I want to know whether in future we are going to sign an agreement without going into the actual scheme and without knowing exactly what will be its implications in practical terms in our territory.

Shri Prabhat Kar (Hooghly): We hear that on Saturday Pakistan is going to inaugurate this project. Whether there is an agreement or not. as a result of the dam being opened, there will be certain areas which will be flooded. I want to know as regards the lands which will be flooded and the persons who will be affected by this flood, what exactly are the steps that the Government of India is going to take in respect of the land and the persons who will be affected by it.

Shri Jawaharlal Nehru: There is no question of our not knowing the site: the site is absolutely known right from the beginning. You cannot have a dam anywhere you like. It is well known, and all the talks that have taken place previously were with the knowledge of the site. But, however well you may know the site, you have to survey, having regard to the height of the reservoir, what ground it will cover and so on. Most of the land that would be covered is in Pakistan, but a bit of it crosses the border. How much it crosses will depend on the height of the reservoir.

It is not a very difficult matter. In every dam the engineers have a mark the areas, and we wanted them to do that. They have not done that. Roughly, it is our belief, and we are told by our engineers that the area covered will be eight to twelve square miles. And it is wooded area, I understand, not heavily populated. There are probably a few hundred persons living there.

Shri Hem Barua: It is populated.

Shri Jawaharlal Nehru: Well, my information is that a few hundred persons live there. It is populated in that sense. Anyhow, whether there are a few hundred or a few thousand, proper arrangements should be made for their compensation, for their rehabilitation, etc. Those arrangements can only be made by our own Government, by the Assam Government. But, normally, it should have been settled what compensation should be given by the Pakistan Government, and the area defined, and then we could come to an agreement and we could look after the persons who are removed from there.

The Pakistan Government has chosen apparently to act unilaterally. There is no question of our signing anything on the dotted line or anywhere; because, up till now the talks consisted only of having a survey. The survey has not taken place, and we do not know exactly what they propose to do, whether the flooding of the area is going to begin. And even if it begins now it will take a year or two to cover the whole area.

We have protested strongly and the Assam Government has been warned to look after any losses caused to the human beings who live there.

Shri Hem Barua: May I know whether it is twelve miles or twelve square miles?

Shri Jawaharlal Nehru: Obviously an area is in terms of square miles.

Shri Bangshi Thakur (Tripura—Reserved—Sch. Tribes): May I know whether it was decided between the two Governments, that is India and Pakistan, that power will be supplied to Tripura on a rental basis from this Karnafuli project? May I know whether it is a fact or not?

Shri Jawaharlal Nehru: I have not quite heard the question.

Mr. Speaker: He is asking whether there is an agreement between this Government and the Government of Pakistan that power should be supplied from the Karnafuli power house?

Shri Jawaharlal Nehru: There is no agreement. The agreement stage has not arrived. But in the initial stages we consented to a certain small area; it was thought that it might be four or five square miles or something like that; and if it was covered we did not wish to come in way of a major hydro-electric scheme of theirs. Therefore, it is a normal practice for two countries that an agreement is arrived at about compensation, about various other things, and about supply of power. It was mentioned that power should be supplied by them to us and compensation should be paid. But nothing definite was settled.

Shri Bangshi Thakur: May I know whether on account of the decision that power will be supplied from the Karnafuli dam construction, the hydro-electric project in Tripura has been stopped?

Shri Jawaharlal Nehru: It was understood that power would be supplied to Tripura and a little later further afield to Assam. There is no hard and fast arrangement. But in

[Shri Jawaharlal Nehru]

the talks between the engineers it was mentioned, and it was more or less agreed to. I do not know what the hon. Member means.

Mr. Speaker: I have heard sufficiently. There is a report in *The Statesman* to the effect: "India to revoke Karnafuli Dam Agreement: Official announcement regarding India's withdrawal from the agreement islikely to be made soon". Is there any truth in this?

Shri Jawaharlal Nehru: Not revoking any arrangement; but we have made it clear to them that we reserve to ourselves the right to object to a part or whole of the project.

Mr. Speaker: They want to discuss it. What do the Government propose to do?

Shri Jawaharlal Nehru: I do not know what they propose to discuss. I have given all the facts. There is nothing more to give. I do not know what hon. Members can discuss about it either. There is no room for discussion about this scheme.

Shri Hem Barua: We do not want to discuss it. We are only interested in knowing what the Government is going to do in the face of the fact that Pakistan is going to proceed unilaterally in this matter. We heard that the agreement in 1959 was to this effect that they can proceed with their work on two conditions: firstly, the length or area to be inundated has to be surveyed; and secondly, they must pay compensation for that. Now that they have not honoured that—whether that agreemertt was signed or not is immaterial—I am interested in knowing what the Government propose to do in the face of this action.

Shri Jawaharlal Nehru: Government will do what one Government does to another. We cannot do anything else. I do not know what the hon. Member has in view.

Shri Hem Barua: We would like to be enlightened.

Shri Jawaharlal Nehru: I have no doubt that compensation will be paid if our land is covered. I cannot be sure if any of our land would be covered. It is up to them to have their dam and their project India comes in only in case some of our territory is covered by the flood waters. I am not yet sure that it will be covered.

Shrimati Renu Chakravartty: The Prime Minister said that it will be covered. Whether it is a bigger area or a smaller area, is the point.

Shri Jawaharlal Nehru: That requires a survey. I think it will be covered within a few square miles: 5 or 6, at the most 12 square miles. Therefore, it has to be surveyed. What I can say is, it is up to them to answer and not to do anything which will affect our land..

Shrimati Renu Chakravartty: If they do not do it, what shall we do? After all, these people will be displaced. We cannot stop the waters. We have got to do something for the people.

Shri Jawaharlal Nehru: That, as I said, the Assam Government has undertaken to look after them anyhow.

Mr. Speaker: I do not think any useful purpose will be served by a discussion of this matter. Possibly hon. Members want to drive away the water which comes on our land, if that is possible to do it, on account of the intransigence of Pakistan—they have not yet replied—by not caring even to make a survey of this land. It is between two neighbours. Whatever might be their differences, when they came to an agreement, they must do it. Evidently, what hon. Members want is if a device could be provided by which all this water which comes up on our land may be drained off without prejudice to us.

Beyond that, I do not know what the Government is expected to do. There is no purpose in allowing any more discussion on this matter. All that can be done is being done. I refuse to give my consent to this adjournment motion.

OIL AGREEMENT WITH ITALIAN FIRM

Mr. Speaker: Next: Shri P. G. Deb. What is it?

Shri P. G. Deb (Angul): The reason why I gave this adjournment motion is this. Though the Minister of Mines and Oil did not agree to disclose the details of the agreement between the Italian Oil Company and India, the very same details of the agreement have come out in today's Statesman. It surprises me. It is a hit on the privilege of the House. Therefore, I would ask through you an explanation from the Minister of Oil to let us know his attitude on this.

Shri Hem Barua: There is a Privilege Motion on this.

Mr. Speaker: I will come to that later. How does it appear when we wanted some time?

The Minister of Mines and Oil (Shri K. D. Malaviya): I returned to the capital only this morning about 9 o'clock. Then I read this news in the Statesman. I made enquiries from my office, and I found out that they too knew nothing about it. Is there some journalistic arrangement between the correspondent of the Statesman sitting in Assam and the Italian capital that they get such information? Anyway, my secretariat is making enquiries into this. But, I would like to draw your attention, Sir. that what I read in the newspapers today—most of it has already been conveyed by me to the House some time in August or September. I do not remember the exact dates. The basis of the agreement arrived at between the two Governments was already indicated by me then. With regard to these details, I I do not know whether any points or details have been finally taken up or agreed upon between the two Governments. Because, my secretariat too has no information. I would request you to allow me to say something finally tomorrow when I am going to make a statement on the basis of my discussion with you which took place yesterday.

Shrimati Renu Chakravartty: May I point out, the Statesman correspondent very clearly states the particular points which the Minister did not reveal to the House. Is that correct? He pin-points the two points on which there was some hesitation on the part of the Minister.

Shri K. D. Malaviya: I do not remember any particular point which I might have withheld from the House the other day. I made a general statement expressing my view with regard to certain advantages that would accrue to the Government if we did not make public all these agreements that are before us in view of the fact that some more are to be negotiated. There was no particular specific point which I tried to withhold from the House on that day. I read in the Statesman today that certain points have been made out by the correspondent which somehow they got. I still do not know anything about that.

Shri P. G. Deb: May I know whether the officials of the Oil Refinery at Gauhati had given out this news?

Shri K. D. Malaviya: Some of our officials have gone to Italy in connection with discussion and disposal of the details of the schemes about which I also made a statement a few months ago. I do not know whether they have even come back or not. I do not know whether they have sent any intimation to us - making certain enquiries or telling us as to what they have approved or what they have done or not done. That is why I made this request that tomorrow when I come with that statement on the general aspect of the whole ques-

[Shri K. D. Malaviya]

tion, I will also specifically refer to this question.

Mr. Speaker: Very well.

Shri Hem Barua: The news is from Shillong, from the special correspondent of the *Statesman*. All the terms of the agreement are given in detail, the utilisation of the 50 crore credit....

Shri K. D. Malaviya: All this is known to hon. Members if they will kindly recollect what I have said in the past.

Shri Hem Barua: The thing is this, There was secrecy about letting us know the terms and conditions....

Mr. Speaker: Order, order. This will stand over till tomorrow. Let the hon. Minister state what he wants to state to the House. Then, I will allow an opportunity if necessary to the Members. There is also a Privilege Motion tabled by Shri Hem Barua. I am really surprised at one or two things. I will reserve that to tomorrow. What appears in the *Statesman* is this. I do not know whether the code of conduct that has to be observed by newspapers will extend to revealing in the newspapers what this House has reserved. The hon. Minister has said that there are certain delicate questions in the terms of the agreement which if disclosed will prejudice us and therefore he wanted to reserve it for himself, to keep it confidential even from the House. Then, the matter was raised that it must be disclosed to the House. Then, he agreed to show it to me. He came to me. I talked to him.

If, even when the House cannot be taken into confidence with respect to certain matters, a correspondent of a newspaper from Shillong—this is an important newspaper—should take it and expose everything, I do not know where we are, whether we are safe at all. I do not know whether this is not a question of abusing democracy and our own privileges. I would like to go into this matter in detail. It is open to us as guardians of the rights of the country as a whole to ask the Minister to lay it before us or not. When the House is good enough to accept the statement of the hon. Minister and leave it to me to decide whether it ought to be disclosed to this House or not, unilaterally he goes on further to say—and he exults over this—

> "The terms of the contract, which the Minister for Oil, Mr. K. D. Malaviya, refused to disclose to Parliament, contain the following crucial points: ...."

I am really surprised at this. We need not function at all. This newspaper and the correspondent may function. I will reserve this Privilege Motion till tomorrow. We will proceed to the next item. I do not know where we are.

Shri Vasudevan Nair (Thiruvella): It is a scoop for the newspaper.

Mr. Speaker: Wonderful.

12.27 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT OF THE INDIAN OIL CO., LTD.

The Minister of Mines and Oil (Shri K. D. Malaviya): I beg to lay on the Table a copy each of the following papers:—

(i) Annual Report of the Indian Oil Company Limited, Bombay, for the year 1960-61 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.

(ii) Review by the Government on the working of the above Company. [*Placed in Library. See* No. LT-3599/62].

NOTIFICATIONS UNDER THE ALL INDIA SERVICES ACT

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to relay on the Table:—

(i) a copy of each of the following Notifications making certain amendments to Schedule III to the Indian Police Service (Pay) Rules, 1954, under sub-section (2) of section 3 of the All India Services Act, 1951:—

(a) G. S. R. No. 1066 dated the 2nd September, 1961.

(b) G. S.R. No. 1091 dated the 9th September, 1961.

(c) G. S. R. No. 1233 dated the 7th October, 1961. [*Placed in Library. See* No. LT-3366/61.].

(ii) a copy of each of the following Notifications making certain amendments to Schedule III to the Indian Administrative Service (Pay) Rules, 1954, under sub-section (2) of section 3 of the All India Services Act, 1951:—

(a) G. S. R. No. 1244 dated the 14th October, 1961.

(b) G. S. R. No. 1246 dated the 14th October, 1961. [*Placed in Library. See* No. LT-3367/61].

(iii) a copy each of the following Rules, under sub-section (2) of section 3 of the All India Services Act, 1951:

(a) The All India Services (Travelling Allowances) Amendment Rules, 1961 published in Notification No. G. S. R. 1125 dated the 16th September, 1961. [*Placed in Library. See* No. LT-3368/61].

(b) The Indian Civil Service Provident Fund Amendment Rules, 1961 published in Notification No. GSR. 1274 dated the 21st October, 1961. [*Placed in Library. See* No. LT-3369/61].

(iv) a copy each of the following Notifications making certain amendments to the Secretary of State's Services (General Provident Fund) Rules, 1943, under sub-section (2) of section 3 of the All India Services Act, 1951:—

(a) GSR No. 1275 dated the 21st October, 1961.

(b) GSR No. 1276 dated the 21st October, 1961. [*Placed in Library. See* No. LT-3370/61].

NOTIFICATIONS UNDER THE COPYRIGHT ACT.

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): I beg to lay on the Table a copy each of the following Notifications under section 43 of the Copyright Act, 1957, making certain further amendments to the International Copyright Order. 1958:—

(i) S. O. No. 3039-A dated the 23rd December. 1961.

(ii) S. O. No. 1 dated the 1st January, 1962.

(iii) S. O. No. 144 dated the 12th January, 1962.

(iv) S. O. No. 671 dated the 1st March, 1962.

(v) S. O. No. 723 dated the 11th March, 1962.

(vi) S. O. No. 724 dated the 12th March, 1962. [*Placed in Library. See* No. LT-3600/62].

NOTIFICATIONS UNDER THE CENTRAL EXCISES AND SALT ACT AND NOTIFICATIONS UNDER THE SEA CUSTOMS ACT AND THE CENTRAL EXCISES AND SALT ACT.

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): On behalf of Shri B. R. Bhagat, I beg to lay on the Table—

(i) a copy of the Central Excise (Fourth Amendment) Rules, 1962 published in Notification No. G.S.R. 286 dated the 10th March, 1962, under section 38 of the Central Excises and Salt Act, 1944. [*Placed in Library. See* No. LT-3601/61].

(ii) a copy each of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878 and section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960:—

(a) G.S.R. No. 287 dated the 10th March, 1962.

(b) G.S.R. No. 288 dated the 10th March, 1962.

(c) G.S.R. No. 289 dated the 10th March, 1962. [*Placed in Library. See* No. LT-3602/62].

ORDERS UNDER THE ESSENTIAL COMMODITIES ACT.

The Deputy Minister of Food (Shri A. M. Thomas): I beg to lay on the Table a copy each of the following Orders under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—

(i) The Roller Mills Wheat Products (Price Control) Order, 1962 published in Notification No. G.S.R. 374 dated the 17th March, 1962. [*Placed in Library. See* No. LT-3603/62].

(ii) The Delhi Roller Flour Mills Wheat Products (Price Control) Order, 1962 published in Notification G. S. R. 375 dated the 17th March, 1962. [*Placed in Library. See* No. LT-3604/62].

NOTIFICATIONS UNDER FOREIGN EXCHANGE REGULATION ACT.

Shrimati Tarkeshwari Sinha: I beg to lay on the Table a copy each of the following Notifications under sub-section (3) of section 27 of the Foreign Exchange Regulation Act, 1947, making certain further amendments to the Foreign Exchange Regulation Rules, 1952:—

(i) GSR No. 50 dated the 13th January 1962.

(ii) GSR No. 264 dated the 3rd March, 1962. [*Placed in Library. See* No. LT-3605/62].

12.30 hrs.

ESTIMATES COMMITTEE

HUNDRED AND SIXTIETH, HUNDRED AND SIXTY-FIRST AND HUNDRED AND SIXTY-SECOND REPORTS

Shri Dasappa (Bangalore): I beg to present the following Reports of the Estimates Committee:—

(1) Hundred and sixtieth Report on the Ministry of Information and Broadcasting (Part III)—Office of the Registrar of Newspapers for India, Research and Reference Division and Photo Division;

(2) Hundred and sixty-first Report on the Ministry of Commerce and Industry—All India Handicrafts Board and Indian Handicrafts Develoment Corporation Limited; and

(3) Hundred and sixty-second Report on the Ministry of Commerce and Industry—Office of the Textile Commissioner (Part I).

12.31 hrs.

FINANCE BILL, 1962—*contd.*

Mr. Speaker: The House will now proceed with further consideration of the following motion moved by Shri Morarji Desai on the 24th March 1962, namely:—

> "That the Bill to continue for the financial year 1962-63 the existing rates of income-tax and super-tax and to provide for the continuance of certain commitments under the General Agreement on Tariffs and Trade and the discontinuance of the duty on salt for the said year, be taken into consideration".

Two hours had been allotted for the Bill. The hon. Finance Minister moved the Bill for consideration and I placed the motion before the House on the previous day. How long will the hon. Minister take to reply?

The Minister of Finance (Shri Morarji Desai): It all depends. I do not know what will be said. There is nothing in the Bill to be said.

Mr. Speaker: Shall I reserve 20 minutes?

Shri Morarji Desai: I have no idea.

Mr. Speaker: Anyhow, I will reserve half an hour for the hon. Minister. Let us see.

Shri Vasudevan Nair (Thiruvella): During the budget debate, many hon. Members had drawn the attention of Government and the Minister to some of the most important problems facing us today. For example, many Members referred to the acute unemployment problem, the problem of rising prics and many other problems. But unfortunately, the Finance Minister had very little to say last time in reply to the points made by my hon. friends.

It is accepted by all that unemployment is really mounting up in spite of all our efforts to arrest it. Even the Planning Commission was faced with this problem when it was drafting the Report on the Third Plan. It was found that even at the end of the Third Plan, we would not succeed in finding employment for all the people in the country. The Commission has suggested certain remedies. But I do not know whether we will succeed in solving this problem in full.

I was very much interested when I read the speech of the Finance Minister of my State while introducing the Budget in the Kerala State Assembly recently. He has given some figures—staggering figures, I should say—about th employment position in our State. In 1959. more than a lakh of applicants registered themselves in the employment exchanges, whereas they could find employment that year only for 9,487 people. The same picture is given for 1960; more than a lakh of people registered their names and only a little over 11,000 people could be accommodated. The picture of 1961 reveals the same position, although a few more could be accommodated; more than a lakh of people registered their names and only 14,000 people could be absorbed in the various industries or other places where they could find employment. So we can see that the huge gap between the number of people registering and the number of people who got employment remains, and it is a very serious problem that should be tackled by Government; otherwise, we are not going to reach anywhere in spite of all tall talk about the Plans and all that. I doubt whether at this rate even during our lifetime we will be able to eradicate this disease of unemployment from India.

I want to deal with a particular aspect of this problem, because although we are building up new industries—and we are talking about the new temples of worship that we are building up—the fact remains that some of the oldest industries in the country, traditional industries, are cracking up. This problem was posed

[Shri Vasudevan Nair]

before this House for a long time on many occasions by many hon. Members. Here again, I am looking at the situation in the traditional and age-old industries in my own State. We have some labour-intensive industries in the form of coir and cashewnut. As a matter of fact, as far as Kerala is concerned, the coir industry is the oldest in our State and as a whole in all the branches of this industry more than 4 lakh people had been employed. Naturally, you can understand how vital this industry is for the people of Kerala. There are mainly two branches in this industry. One is the manufacturing sector, the industry manufacturing coir mats etc. A few years ago, nearly 50,000 workers had been employed in the coastal belt of Ambalapuzha and Shertallai taluks in this industry. Now the sad plight of this industry is indicated in the fact that it is capable of employing and absorbing only 14,000 workers for 15 years now. That means this industry is passing through a very serious crisis for the last 15-20 years. As a matter of fact, by exporting coir products, our country used to earn valuable foreign exchange to the tune of nearly Rs. 10 crores annually. It used to employ, as I said, 50,000 workers. Actually, a few years back, when there was no Kerala State as such but we had our native States, in the State of Travancore, the town of Alleppey used to occupy a place of pride. It was the most important commercial and industrial town. Whoever used to pass through that area at that time could see the prosperous life of the workers who used to get full employment and who used to enjoy life with the work they had in this industry. But the same persons passing through that area now can see only dilapidated factories. Actually, the town now presents a gloomy and dim picture. Nothing substantial was done till now to help this industry out of this serious crisis.

The most important problem is that of the foreign market. I realise that it is a very complicated problem. It is not very easy to tackle, but all the same, we have to examine whether the agencies that were set up for putting this industry on a proper footing and helping it to get out of the crisis have done their duty well. I shall come to that later.

This is not a problem concerning one particular place or one particular industry. That is why I wanted to pose this problem before the Minister and this House. Recently when I was in Madhya Pradesh, I was approached by workers working in the iron ore mines of Rajgarh near Bhilai. Nearly 10,000 people are working in the mines. Very recently when these mines were mechanised, large numbers, thousands of workers, were thrown out of employment. You cannot, of course, insist that the mines should always be worked on the old basis, that they should not be mechanised. I do realise that when we are having new techniques and mechanisation is coming, there will be the problem of replacement of workers from one industry to another or from one place to another, but I was surprised to see that the authorities there in charge of this, those who were tackling this problem, were not at all concerned about the fate and the future of more than 5,000 workers who were making a living by working in these iron mines and who were thrown out when the mines were mechanised.

This very same problem to a certain extent applies to the cashew nut industry in our State. The same problem faced the handloom industry all over the country some time back, and we know what steps were taken by the Government of India as well as the State Governments to see that that industry was saved from utter ruin and destruction. In that way proper attention has to be given to the entire sector of our old and traditional industries in every part of India, so that even when a transformation takes place, there is the least pain felt by the workers and other interests connected with that industry.

When there was a crisis in the coir industry, this very House dicided to set up a Coir Board to deal with the various problems facing the industry. The Coir Board was set up in 1954. About the composition of the Coir Board and various other matters connected with the functioning of the Coir Board, I have many things to say, but I reserve them for another occasion. That is not the most important thing that I want to bring to the attention of the Minister.

Some of the unions of the workers working in this industry have submitted a comprehensive and positive memorandum to the State Government and the Union Government, and a copy of that memorandum was presented to this hon. House by Shri P. T. Punnoose, M.P., and now that memorandum is being considered by the Committee on Petitions of this House. There again, I have to make a complaint, because, being a Member of the Petitions Committee, I can say that the Commerce and Industry Ministry which is to submit all the facts before the Committee could not submit these facts about the coir industry before the Committee during the last four months. This petition was presented to the House on 7th December, 1961, and when we had a sitting of the Petitions Committee last week, we were told that the Ministry had sent only an interim reply, that the they were waiting for facts and figures from the Coir Board, the State Government and other agencies. I am really surprised that an industry which employs nearly four lakhs of workers, an industry which is very closely connected with the fortunes of nearly a million people in a particular State in India, is not looked after with proper care by the Commerce and Industry Ministry. Otherwise, I do not know why they are taking so much time in providing the necessary facts and and figures before a Committee of this Parliament. The Petitions Committee of this House which will be wound up when this House is dissolved , is not able to take a decision, to make any recommendation on the petition that is before, it. This petition is now going before the Committee which will be constituted by the new House. This itself shows that the Commerce and Industry Ministry is not treating this problem with the responsibility that is expected of them. That is one of the reasons why till now we have failed, miserably failed, in helping this industry to get out of the very serious and acute crisis that is facing it.

The performance of the Coir Board also is thoroughly unsatisfactory. I was going through the Report of the Estimates Committee presented to the House a few days back. This report on the Coir Board is a very important one which has to be gone through seriously. The Estimates Committee has come to the conclusion that the Coir Board has failed in almost everything that it was expected to do. I do not want to quote extensively from this Report, but it is very interesting to know that after the constitution of the Coir Board, exports have actually gone down. One of the most important task entrusted to the Coir Board was to see that the international market was expanded, to explare the possibilities of expanding our exports. The Estimates Committee, drawing our attention to this, say in page 7 of their Report:

> "It is thus apparent that there has not been any appreciable improvement in the volume nor any change in the pattern of export trade since the establishment of the Board."

On page 8, the Estimates Committee has to say this on another aspect of the functioning of the Coir Board:

> "Thus, the task of the Board in so far as promotion of exports is concerned has indeed been a difficult one. Even so, it was possible for the Board to adopt certain measures which, if they had been taken in time, could perhaps have averted this stagnation."

[Shri Vasudevan Nair]

So, the Estimates Committee has come to the conclusion that some of the important steps which it was possible to take were not taken by the Board, and that is one of the reasons for the stagnation in the coir industry.

Again, the Estimates Committee gives this certificate to the Coir Board on page 10:

> "The manner in which the work regarding the Coir Research Institute was undertaken gives the impression of being casual. Two years in carrying out additions| alterations and another year in providing electrical connection to an essential service like a Research Institute is too long a period. Delays of a procedural nature at any rate should not have been allowed to hamper work on an important item like research work."

Again, on page 12, the Estimates Committee has no tribute to be paid to the Coir Board: on the other hand, they have only criticism for the functioning of the Board. This is what they say:

> "The Committee are not satisfied with the explanation for the delay of four years in the framing and finalisation of these rules."

The Coir Board was established in 1954, and they issued the Coir Industry (Regulation and Licensing) Rules which were finalised only after four years. About that the Estimates Committee says:

> "They (the Estimates Committee) feel that every effort should be made by Government to ensure that the rules and regulations of such bodies are framed as early as possible and preferably within a year of their constitution."

This very valuable report of the Estimates Committee of the Lok Sabha points out that a very important Board which is entrusted with the task of saying an industry which employs lakhs of workers has miserably failed in its duty; and the Commerce and Industry Ministry of the Union Government which are also looking after the fate of this industry are not doing justice to this industry.

Because of this, after waiting for a long time, after giving memoranda and after doing everything possible, the workers in this particular area have now decided to launch an agitation. Of course, the Finance Minister may say that the workers are always after agitation. I do not know. But they have no other way out now. So, on April 2, these workers are starting a satyagraha before the Alleppy Collectorate in order to draw the urgent attention of the authorities concerned, because they cannot wait any longer. More and more workers the being thrown out of employment every day.

One suggestion put forward by the Coir Board and the Kerala Government with the sanction of the Union Government is that this industry should be immediately mechanised. They say that we can compete with the goods produced in some other countries only if this industry is mechanised as soon as possible.

Mechanisation cannot be considered in abstract. If mechanisation is taken in hand immediately, what is going to happen is that out of the 15,000 workers that are now employed, perhaps, 10,000 may be thrown out of employment immediately. So, instead of helping to get more employment, mechanisation without proper alternate employment for those workers who will be thrown out of employment, will be a disaster. Therefore, the labour unions of the workers and those connected with the industry have pleaded with the Kerala Government that they should not proceed with the scheme of mechanisation without giving proper attention to the problem of giving alternate employment. So, this is the only alternative that could be posed by the Coir Board and the State Government before the workers; and the workers feel that already they are being thrown out of employment and the scheme of mechanisation without alternate employment would put them in still greater trouble.

These workers belonging to this particular belt have a glorious tradition of waging battles in our freedom struggle and they had been all along expecting so much from our national government by way of more employment and by way of new industries in that area. Without new industries you cannot find any solution to this problem because, ultimately, this coir industry by itself cannot employ all the new applicants who are coming up for employment in that particular area. So, the people of this area have been demanding other activities, industries, railways and all that. And, it is a long-standing demand of the people of this area that there should be a rail link between Cochin and Mavelikkara which may help to get them employment, for a large number of them, at least for some time.

There is a port at Alleppy which used to employ thousands of workers at one time. But, today, you cannot find even 1,000 workers there because that also is going down. Something has to be done to see that more employment is given to the workers working in this port. It is not only a problem of the workers. It should not be understood in that sense. Tens of thousands of workers being thrown out and factory after factory being closed down means that the entire area suffers, the trade suffers and the people suffer. And that particular area has to be looked after not only by the State Government; but I will plead with the Finance Minister of the Central Government to see that something is done immediately so that disaster does not overtake this population and these workers who have a glorious tradition of fighting for the freedom of our country.

As I said in the beginning, this is not an isolated problem of a particular area or a particular State. I have said that there are many centers of industry like this in our country—oldest. industries and traditional industries in many of our States—which industries have, perhaps, to be replaced by new industries. But it will take time. Such industries will have to be mechanised in course of time. Some new devices have to be found out for reconstituting the pattern of these industries. All this will take time. So, we should have smaller plans for such particular areas and such plans should be prepared only with the help of the Union Government. The State Governments cannot tackle the particular problem of this particular area I am speaking about, the coastal belt of Alleppy. It is an area which deserves the immediate attention of the State Government as well as the Union Government. And, I would plead with the Finance Minister to pay serious attention to this problem and to see that the coir industry is helped as much as possible to stand on its own legs.

Mr. Speaker: Are there any hon. Members who want to participate in the debate?

Shri N. R. Muniswamy *rose*—

Mr. Speaker: All the three stages of the Bill have to be completed in 3 hours. There are no amendments to the clauses. We will go on with the general discussion till 2.00; and the hon. Minister may take some time. Then I will put the clauses to the vote.

Shri N. R. Muniswamy (Vellore): Sir, I may be permitted to make certain observations about a few of the items, which are very essential, for the Finance Minister's consideration. First is the fixation of the prices of essential commodities, commodities essential for the community. The Finance Minister has also stated that the rise in prices has been checked sufficiently well because of the

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competition in other sectors. With all that we are aware that many of the commodities which are essential for our everyday life are sold in the market at very high rates. Unless the Finance Minister takes courage in his hands to fix the prices of all the essential commodities, the life of the community would be very miserable. Especially, the middle class people and the upper middle class people are suffering a lot because their income is fixed and the rise in prices has no relation to their emoluments. For this purpose, during the war period they had passed certain Ordinances and they had the Defence of India Rules whereby the prices of commodities had been fixed and anybody who sold at higher rates would be caught and dealt with according to law. Similarly, if such severe steps are now taken at this stage, it may not augur well for our country.

12.58 hrs.

[SHRI HEDA *in the Chair.*]

Therefore, initially they can take steps so far as articles of food are concerned, which are very essential, like sugar and other things. The prices should be fixed. By so doing we will be helping. I should say, 60 per cent. of the population of our country because they would be sure of the value of every commodity for which they pay money. Unless some direct steps are taken to see that the prices of these commodities are fixed —and not by adopting other methods of reducing the prices by inflation or by increasing production of agricultural or industrial articles—by some legislation, I think, we are heading towards certain economic crisis.

13 hrs.

So far as planning is concerned, I may be permitted to say a few words. We have been making plans for big industries. As a matter of fact, we have been doing things in a big way, and naturally we have been taking in a way, a step-motherly attitude as regards the villages and the conditions in the villages and the people who live there. The rural aspect of our plans has to be attended to a great deal. The Plan must be from the below instead of from the top.

It is stated that whatever plan is being formulated in the interests of the country as a whole will percolate to the lower level also. Greater attention could not be given to the rural areas if we concentrate all our efforts on big projects and industries only in a big way and in big areas. I would suggest that we must see the position of the ryots and the condition of the people in the villages. We must get periodical reports, once in six months or a year, from the District Collectors or the heads of the samitis or panchayat union and other agencies which we have got, and to whom we have given more powers. The periodical reports are essential. Of course, the work is looked after by the State Governments, but, all the same, whatever attention is devoted to all these aspects, I wish that there is a method by which we can insist upon a plan or a report being receiving from the District Collectors.

India has about 350 districts, and to have a complete control over all these districts in all the States of this country directly, is something unconstitutional, but so far as the economic development is concerned, in order to see that the villages are best fitted into the plans, it is better that we get periodical reports, at least in respect of certain important aspects such as roads and communications and small or minor irrigation. Minor irrigation is very essential for the villagers, since they depend more on lift irrigation and other small minor irrigation works. They do not get any channels or canals from any perennial rivers in many areas. In some areas, perennial supply of water is not possible, and the people depend only on wells and seasonal rains. In such areas, we must see that small irrigation facilities are afforded to them in order that their position is improved. The facilities that we give them may be charged by levying betterment taxes or any taxes that are possible according to the law. I would, therefore, insist that small irrigation facilities, instead of big projects, must be usefully initiated and embarked upon.

So far as the supply of electricity is concerned, I must point out that the Madras State tops the list. There are 15 States in our country, and barring Madras State, the other States have got about 12,000 villages only which have got electricity. But the Madras State alone has got about the same number of villages which have this service. To that extent, the villages in the Madras State stand a better chance. But still, the villages in other States also must get electric supply which will help the villagers not only in the matter of irrigation but small industries also. In some States, I do not find small industries at all in some taluks or divisions. We have got certain industries only in certain localities and they have not percolated to other areas. Therefore, I would suggest the starting of small-scale industries with a view to keep the educated people employed and also to see that the other people who are self-employed are drawn to this. Necessary provision must be made to this end. Small-scale industries must be started in almost all taluks. Otherwise, the facilities and the employment potential that are available will be concentrated on certain areas only. These facilities must be diverted to the villages and the taluks.

In getting the periodical reports from the districts, we must see to one important aspect. Every year, we must allot about a crore of rupees for each district. We have now spent about Rs. 2.500 crores in the first two years. The balance of Rs. 5,000 crores or so has to be spent for the next three years, and we have to step up our production. To develop every area and every village, it is always better that we allot about a crore of rupees or even Rs. 2 crores to each village. The District Collector must be asked to formulate his own scheme for his district and see that the money that has been allotted to the extent of Rs. 2 crores or so is spent by him through a small committee of his own.

We have planners at the Centre. There are planners also at the district and the State levels. But the planners have not given proper thought to see that a separate allotment is made to every district and that elementary facilities are provided for every village. The other day, the hon. Minister of Finance was not sure of a particular aspect that has been mentioned in the manifesto, such as, for example, approach roads and water-supply. It has been stated categorically that in the course of the third Five Year Plan, such facilities should be completed. I know it is not possible to have such facilities afforded to every village during the course of the next five years. I do understand the difficulty and the enormous amount that should be invested to make these facilities available to all the villages. All the same, a begining has to be made, and that must be made by asking every district collector and such other authority to formulate his own scheme or programme, and it must be checked up by the Government. After all, during the recent elections, many of us have felt that when we have to go to the interior of the villages, we have had to travel with great difficulty, from the branching of the main road onwards. The roads in the interior and the approach roads are not at all kept in proper repair. Most of the roads have got ups and downs, and it is very difficult even to go on them in our old motor-cars, since the space on the roads is very little. Nowadays, the big cars are such that there is not enough space for any movement on either side of the car on these narrow roads,

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and there is not much space between the main body and the rear also. That is why I am saying that the condition of the roads must be looked into, so that the villagers can easily take their products to the cities. The approach roads have to be given proper attention. If that is done, the villagers will be quite happy because they can carry on their marketing business with the nearest market.

Another important thing is pure drinking water. I have seen villages where the people have to go about a mile or six furlongs to fetch water, and the ladies have to go with one vessel and keep the water for the entire day, for 24 hours. If the members of the family are larger in number, they will have to make one more trip. Therefore, it is better that the villagers are given pure drinking water within reach. It does not matter if the supply is not a protected one. Well water could be connected to pipes and the supply thus effected. Pure drinking water is very essential, and the approach roads are equally essential. Along with these two things, minor irrigation is also essential. Then they will think that fredom has really dawned and has come to their homes and to their very doors. In fact, many of the sites of these huge projects which we are having have not been seen even, by the villagers in the interior parts of the country. If pure water supply is made available and approach roads and minor irrigation schemes are taken up, they will realise that freedom has come to them and they will be conscious of the Plan. Then we can get their cooperation and enlist their sympathy for the Government. They will begin to think that after all these 150 years or so they are at least having today pure drinking water. So, they will feel very happy. By means of the approach roads, they could go to the nearest market and have their produce sold. Let them reach the market at least by *kutcha*, third class roads and not necessarily by first class ones. At present, the roads are very sulshy during the rainy season. One cannot even walk, not even the bullock-cart can go on such roads, since they get stuck up in the slushy area. Therefore, I request that these aspects should be borne in mind before anything can be thought of in a big way.

The Government are spending not a small amount. The amount exceeds Rs. 7,500 crores during the next three years. If the villages are not made to realise the huge amount we are spending for their betterment, I should say we are negiecting the man in the interior. The neglected man has to be taken care of. For example, in a house if the father has got four children and one of them is handicapped—either it does not have one eye or some limb is defective—it should be given some extra milk, ghee, etc. If the other children ask why they also should not be given something extra, we should say we have got more sympathy for the handicapped child. Likewise, if the villagers who are far away from the dynamism of town life are given good water-supply and approach roads, they will be quite happy. More often it happens that people who are vociferous and vocal take much of the benefit which should go to the neglected man. Because the neglected man is at a distance and does not know how to approach, he must be taken care of we must have a distant vision and provide for the neglected man in the interior. So, villages in the interior should be taken care of and provided with good water-supply and approach roads, so that we can get their sympathy and co-operation in a smooth way, without any disturbance.

Shri Punnoose (Ambalapuzha): I would like to start where the previous speaker left. When we examine the picture of India's development, we have to make up our mind as to who is the neglected man and which is the handicapped child. After ten years of tenure in this House, I feel embarrassed to fix which exactly is the handicapped child, because every Member gets up and pleads for the handicapped child. It would appear that there are only handicapped children in this country, but there are some children which are quite healthy and not handicapped.

First of all, Government of India and the Planning Commission should make up their mind as to which parts of the country are really backward. This is a very serious flaw in our planning, because very often we talk in general terms about backward areas, but at the same time, we have no criteria. We have not fixed which areas really want more particular care. Planning is supposed and expected to unify this country further and cement our freedom, but I am afraid it is working quite the reverse way. Large sections of people, large areas of this country feel that they are neglected.

If you go to the south, you will find every man complaining that his section of people and his part of India are neglected. The other day, the Prime Minister in his reply to the debate on the President's Address said that there are certain deplorable developments in this country. Everybody will agree with that, but what exactly is it dues to? He referred to the DMK in the south rather in a harsh way and said, even at the cost of war, we are not going to allow this country to be divided. I do not think such a militant attitude alone will solve the problem. It requires a little more attention and examination. The fact is, in the south, there is a feeling that they are neglected, from every point of view. May be certain areas are slightly better off than some other areas, but on the whole, the feeling prevails that the south does not get a square deal. The DMK and such forces try to thrive on these feelings. We have to examine them and find out where exactly the snag lies and try to remove it.

My friend, Shri Vasudevan Nair, referred to the condition of the coir industry. It is something that affects lakhs and lakhs of people in the Kerala State. Without the coir industry and lakhs of workers it employs, the State would be really faminestricken. For years now that industry has been deteriorating, but the Government have been able to do very little towards its amelioration. The Coir Board has been set up, of course. But very serious criticisms have been made even by the Estimates Committee against this Board. The very composition of that Board is defective and it is high time Government looked into it. A reorganisation of the Board and the industry is absolutely essential.

These elections have shown that there is a lot of pent-up discontent in this country. The Prime Minister who toured the country felt that on the whole the people were improving. I am sure his eyes did not deceive him. But I feel what has happened is that there is an appearance of prosperity amongst certain vocal sections, who have become a little prosperous. I am not referring to the very wealthy people who have become wealthier; nobody likes it. But even the medium wealthy have become a little wealtheir, and I do not deplore it either. Towns on the whole improved a little with the result that the upper middle classes in the towns have become a little more prosperous. But the larger sections of people in present. What appears on the surface is the opinion of the upper middle class and the small sections that have become a little prosperous. The fact is that large sections of our people, including agricultural workers, small peasants and lower middle class people have not improved their position at all.

You will see this if you examine closely the election results. The Prime Minister said that the local issues decided the trend of the elections in various cases. If you examine

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the Kerala election results, you will see that all-India issues have decided the trend of the votes. When elections were held for the State Assembly in Kerala, in 1960 people voted overwhelmingly for the Congress and other parties, but in the parliamentary elections, they definitely voted against the Congress Party. It was not merely a local feeling, but the protest, that Government of India is neglecting the interests of the State, that has weighed with the voters; and we have to do something to meet this.

The Prime Minister also referred to certain feudal forces gathering strength and going in a big way among the people canvassing their votes. Here also we have to take positive measures. I am not referring to repressive measures. We must take such a stand which will not add to the respectability of the feudal elements. The Prime Minister deplores this development of the resurgence of the princely elements, but at the same time, his Government gives them the occasion to put up a bright appearance. Either on the occasion of the visit of the Queen or of the visit of Mrs. Kennedy, they are given an opportunity to boost themselves up and gather more prestige among the people. At the same time, the Prime Minister gets up in the Lok Sabha and deplores that these people are having more and more respectability among the people. We have to be positive about these things. In the first place, let us not give them occasion to put on airs among the people.

Then, by more positive measures, we have to see that the benefit of the Plan goes to vaster sections of our people.

Before concluding I would once again request the hon. Finance Minister to see and judge which are the States which require immediate attention. Let us not talk in the air; let us work out the States that deserve special care. Take five or ten years and see that these States get such assistance during that period. You will find that from any point of view Kerala requires particular care. We have to take care of those problems immediately. For example, take the coir industry of Kerala. Kerala is a very backward State, even in the matter of railways. Even then, in the Third Plan we have not been given one inch of railways. This injustice should not continue for long. I would request the Finance Minister to take immediate steps to develop the backward areas so that every section of our people will feel, every area of our country will feel, that we are engaged in a common endeavour of developing our country. That is how we can strengthen the unity of India. If we want to make the unity of India more secure, we have to make our people believe that they are partners in a common endeavour. I hope the Government and the Planning Commission will take particular care to balance the economic development of this country between various sections of people and various States of India.

Shri Harish Chandra Mathur (Pali): I wish to take this opportunity to say a few words, not that there is something very much in the Finance Bill, but because I wish the hon. Finance Minister to take note of what we say now in this House while he is framing his real budget to be presented to the next Parliament and that he chalks out a policy for the further development and growth of this country.

My hon. friend from the Congress benches just now asked the Finance Minister to fix the prices of the various essential commodities. While I share his anxiety for lowering down the prices, I cannot contribute my support to this idea of the fixation of prices. Fixation of prices of essential commodities necessarily means controls and, consequently, corruption. I am strongly opposed to it when it is not at all warranted. It is only through taxation measures, through our fiscal policies, through efficient production at an increased level that the prices of the commodities could be brought down in the real sense, and that is the only course which all the hon. Members here have advocated, ecept the solitary exception of one hon. Member who has demanded the fixation of prices in an arbitrary manner.

Having said that, I wish to refer to certain important matters which are occupying our thoughts. I would, in the first instance, refer to one particular case where the State Governments are concerned, and that is the position of the Central loans to the State Governments and the rate of interest. This matter has been agitated by the various State Governments and though it does not fall within the scope of the Finance Commission and could not be dealt with by them. I hope the hon. Finance Minister will give his particular attention to this matter. If it is only to give him satisfaction to have certain paper accounts regarding his loans to the State Government, repayment and the rate of interest which he is charging to them, then it is another matter. I want a realistic appraisal of the entire situation to be taken and the hon. Finance Minister to tell us the entire amount of loans which have been advanced, further loans which will be necessitated and the rate of interest that he is charging and what he thinks will be payable by the State Government.

As I stated when I spoke the other day on the general budget, I want the State Governments to play a dynamic role and to energise themselves in raising resources to the best possible extent. Having said that, I would say that we must have a realistic approach to the entire problem, and the problem regarding the loans to the State Governments and the rate of interest must be given due consideration. You might have noticed that some of the State Chief Ministers who are also dealing with the finance portfolio have given considerable thought to this matter and in their budget speeches, which they are now presenting to their respective Legislatures, they have raised this important question.

Then I come to matters with which the Central Government is exclusively concerned. I wish to draw the attention of the hon. Finance Minister to certain strong trends which are developing in our country now, a very aggressive indication of which is being given by the business community and the capitalist world of India. We have noticed during these past ten years, sitting in Parliament, that the business community, the industrial community of this country was almost apologetic, and this Government, the Congress Government have on their own initiative, in the interests of the general development of the country, never hesitated in giving them all the necessary assistance, whether financial or otherwise. Today I am not in the least worried about the feudal order about which my friend talked about. The feudal order has gone, and gone for ever, and if anybody is dreaming of reviving the feudal order, I think he is living in a fool's paradise. I do not see how we can revive the feudal order in that sense, how we can revive the Rajas and Maharajas in that sense, how we can revive the jagirdars in that sense; that is almost an impossibility and nobody gives serious though or serious consideration to this matter. But I definitely feel that a big industrial empire is going to be built up in this country in the near future, and there is a very clear indication of it given by our industrialists today. They want this country to drift from its present course of socialism into a real

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capitalist state and they want to build India on the American line or pattern. It is not my surmise but what they actually say. Now the Federation of the Indian Chamber of Commerce and Industry are meeting here, and they have given a clear indication of what their intentions are and on what lines they want the country to proceed further. I will just read a few sentences from the address of the President of the Federation to show what is in their mind. He says:

> "Our largest firm in the private sector is less than a third of the size of the smallest of the 100 largest firms in the USA. Our large firms are not, in fact, operating on a large scale. If, therefore, our efforts are to yield the best result....".

Let these words be noted.

> ". . . .economic policy must keep clean of other motives."

Here is a warning to our Government, here is a warning to the ideals which we have cherished. I will repeat that sentence.

> "If, therefore, our efforts are to yield the best results economic policy must keep clean of other motives. The goals of policy become blurred when at the stage of implementation the policy gets biased or ceases to be straightforward, and refuses to respect."

Respect what?

> "respect the natural impulses of the individuals and the fundamental laws of economics."

what are these fundamental lines of economy and what are the industrial policies of these individuals who are talking about the future structure of the whole economy? Their future impulses are that our large firms should grow larger and larger to the size of the American firms and should be able to compete with them in their largeness and in their capital. That is the real danger to this country. It is really a matter for us to consider whether this challenge which is being thrown and the Swatantra Party which has come up only to take forward this challenge to our economy that we have to take care of. It is not the feudal order, it is not the jagirdari about which we have to worry. Jagirdari has gone for ever. Maharajas and Rajas are gone for ever. They cannot be revived. But it is the lines on which our business, on which our trade, on which our industry want to develop and devour everything else that constitute the real danger. Therefore, I would request hon. Finance Minister to take note of it and tell this House what is going to be the line which he is going to give to this country in the face of the speech made in the annual meeting of the Federation. It is not only this.

Again, they make themselves perfectly clear. When we talk about basic enterprises and others, what are our friends thinking? The emphasis is on this. This is what they want the Government to take note of.

> "What I do wish to emphasise is that it is in its nature for governmental activity to overstep the appropriate mark and overtake the field in which it cannot profitably function, or vitiate the policy in a manner that would put restrictions on the operations of the individuals and interfere the possible flow of production."

This is the warning given to this Government: "Please do not overstep your limit; nothing of this public sector is wanted; you have stepped in in this field only at our cost; where the profit motive does not function, nothing can function and succeed." I think I cannot put it in more appropriate and stronger language than what they have done. You should take the field only in which it cannot profitably function. What is the field in which it cannot profitably function? I would like them to define. I would like the hon. Finance Minister to ask these friends to make it clear where they want the Government to step in and what is the field which they want to be reserved for them.

While I have my violent reactions to what they have said and to which I have given my own view point and while I partially agree with something that has been said in this, there are certain things which have been said in this address and which have been emphasised with which I agree one hunderd per cent. I would, therefore, not like to be uncharitable to them, but would like certainly to draw the pointed attention of the Finance Minister to these points where I agree with them so much. Where I agree with them is about the administrative deficiencies about the implementation of the policy. We have made out a policy with which we agree. But, the one hundred delays which retard our production, the one hundred delays which make our plans much more costly than they ought to be, the administrative deficiencies, to which an accusing finger has been raised and rightly raised, are there. I think we must have possibly in the Ministry of Home Affairs a whole-time Minister of State who will devote his exclusive attention with the Finance Minister and see that something is done about the administrative inefficiencies which are not here only in the Central Government but which are also a curse in the State Governments. Nothing really moves. It is really unfortunate. I can give example after example where one goes and breaks his head against a dead wall. We are talking so much about private initiative. I collected a number of young entrepreneurs who wanted to put up an assisted industrial estate. They contributed all in their possession, much more than what they have to, for an assisted industrial estate, about which my hon. friend the Minister for Industries has been talking here and he has also been talking about my initiative. When a small entrepreneur sponsors an industrial estate and have done everything they could, and he is not assisted, he gets completely frustrated and falls into such a mood that it becomes impossible for anybody to take interest in such developmental activities. Those people who have been able to secure a loan from the Government under the rules when they laid their foundations, get a second instalment when they go up to the roof level. They have gone up to the roof level. Not a single pie has been advanced inspite of my breaking my head with the Minister of Industries at this end and the Minister in the State in the other end. They are completely frustrated. How can you have developmental activity? How can these small assisted industrial estates be formed? You talk of initiative of small entrepreneurs, going into the rural areas, taking all their credit and put everything in the effort. Yet, we are not able to procure a loan for them. What these people wanted was just tin sheets for covering their sheds. I talked to the Minister at the Srinagar Small-scale Industries conference. I invited his attention. Fortunately, the Minister of Steel, Mines and Fuel was also there. I invited the attention of the Minister of Steel, Mines and Fuel, personally. He said, there should be no difficulty, it could be done in a week's time, a Deputy Secretary could do it, it is not that you have to address a letter to me, you can write to the Steel Controller. I directed the Director of Industries there to write to the Steel Controller. He wrote. More than six months have passed. I pursued the matter, by writing a personal letter to the Minister in charge here. One letter acknowledged, second letter acknowledged, third letter acknowledged. I wrote to the Deputy Secretary. During all these six months, we could not get tin sheets to cover the 20 sheds. Do you think that this Government can be permitted to function? Do you think that the people can have respect for this Government, if these administrative deficiencies continue to be there all the time? It is time that instead of get-

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ting impervious and getting indignant that these deficiencies are pointed out that something is done to relieve the people of these administrative inefficiencies.

I would like to say something about transport. I think we are discussing the Railway Budget soon after. Therefore, I would like to reserve some of my observations regarding transport. Here, I have got the Railway Minister's Budget speech before me. I shall deal with the matter at that time. But, it does not with the Railway Ministry alone. I would most humbly appeal to the hon. Minister for Finance that when he draws up his Budget proposals and when we discuss these matters next month or a month after, he will kindly convene a meeting of all the Ministries concerned. The Ministry of Steel, Mines and Oil is concerned, the Ministry of Industries is concerned. The Ministry of Railways and the Finance Ministry are concerned. Let the country know. The Government owes an explanation to the country. It is not the Railway Ministry alone that owes an explanation. The entire Government owes an explanation. They owe an explanation to this House and to the entire country as to what is going to be done to remove these transport bottlenecks port bottlenecks and to see that industry does not go to dogs. When we speak here, we speak in the interest of the nation. We do not want industry—large or small—to suffer. We do not want large industry to suffer at all, because the loss of the large industry is the loss of the country as a whole. Therefore, I hope the hon. Finance Minister will take particular note of this matter.

The other day the Minister of Industry told us that we could not move cement. He said we could not manufacture cement because no coal could be moved; we could not move cement for want of the requisite number of wagons. It would be much better if we stop one of the big projects where cement is required instead of starving everyone and keeping all the works half-finished, incomplete. That would be better than asking thousands of people who are sinking their wells not to complete them. I think it is not a correct thing to ask people to suspend their work.

Very often we are told here that these are the strains and stresses of a developing economy. I refuse to accept that proposition. These are not the strains and stresses of a developing economy. These things are inherent in our inefficiency. It is just a cover to say that these are the strains and stresses of a growing and developing economy. The administration cannot be permitted to have this cover to cover up their inefficiencies, inadequacies, and deficiencies. I cited two examples of stresses and strains. Why could we not take care of these small matters. We could certainly have attended to them.

Therefore, let us not get impervious, let us not become indifferent to all these criticisms and accusations, but make a critical examination ourselves and see that all that is desired is done. That way we can give real satisfaction to the people that the administration is not taking the criticism lightheartedly but is trying to do everything that lies with it to improve this state of affairs.

Shri L. Achaw Singh (Inner Manipur): First, I would like to submit that the Finance Bill for the year 1962 presented to us is only a *status quo* Bill in so far as it contains no changes in the tax structure. Generally tax proposals impinge on the returns of investments in general and on investments in industries which the tax measures favour or penalise in particular. In the absence of fuller data on the budget, it is difficult to determine the direction of economic activity in general in the coming year.

On present showing, the outlook for 1962-63 does not seem to be too agreeable, because the revenue gap of Rs. 63 crores is the largest since independence; more usually, we have had revenue surpluses. Now the public and the stock markets seem to be concerned over the additional tax burdens this may cause. If we review the tax pattern of the past decade, it would be quite clear that as a practical matter there is little hope of significant additions to the tax collections through taxation of personal incomes. The bulk of these collections would have to come from the highly regressive levies on commodities. This will hit the poor man and will not bring about the socialistic pattern of society. The men of business have not been alarmed in spite of the warning of the Finance Minister the other day that we have to enlarge the budgetary resources in order to ensure stability in the economy. They know that in the last budget the Finance Minister had been very sympathetic and generous to them and so they now hope that the new taxation measures would not discourage business activity. I would request the Finance Minister to see that there is some change in the taxation pattern so that the burden on the common man may be a little lightened.

There is another disquieting feature of the next year's estimates because they include a provision of Rs. 107 crores for implementing the Plan. The total Plan outlay for the second year of the Third Plan, both Central and State Governments, will be of the order of Rs. 1,446 crores, that is, only 19·1 per cent more than the current year's budgeted outlay. This is too small a provision for those who look forward to accelerated progress in our economy. The actual Plan outlay in the first two years of the Third Plan will thus be only of the order of one-third of the five year investment target of Rs. 7,500 crores.

I am very much disappointed at the actual rate of progress of development in my own area. I belong to the Union Territory of Manipur. It is a very backward State. From the point of view of communications and transport, we suffer a lot. The Manipur administration has failed to utilise the funds provided during the successive Five Year Plans; several lakhs of rupees have been surrendered to the Central Government because they could not utilise the funds provided for development. This year there has been a very heavy shortfall on account of power, water supply, roads and hospital buildings under the administration and roads under the Manipur Territorials Councils.

There have been some difficulties. These have been shortage of materials, delay in the sanction of schemes, shortage of technical personnel, paucity of suitable contractors and so on. But these have been very long-standing problems; for the last ten years, these have been there. So it was time for the administration and for the Union Government to devise some measures so that there might not be any shortfall in the physical as well as financial targets of the plans. In a very backward area like Manipur, shortages of transport and communications as well as power are the main difficulties in the way of any real development work. It is rather a criminal mistake on the part of the administration to surrender huge amounts of money provided for development of transport and communications. Mainly, there are only two schemes for road development. One is the Imphal-Tamenglong road which is only 70 miles long. Work was begun during the First Five Year Plan period. It is now ten years; still the road could not be

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completed. Another project is the New Cachar Road. This was started during the Second Five Year Plan, but the progress is too slow. At this rate of progress, it will not be possible to complete the 135 miles of road within even the next Five Year Plan period. So, some steps should be taken to accelerate the progress of road construction in this territory.

With regard to bridge construction also, 17 minor and major bridges had to be completed during the Second Plan. Only five could be completed, and the sum provided for twelve projects was surrendered during the Second Plan. This is a very sorry state of things.

The Imphal Water supply Scheme which was to cost Rs. 29 lakhs was undertaken during the First Plan and water was to be provided from that scheme in 1960, but then that scheme was abandoned, and a new scheme is being taken up. The people are now afraid that they might not be able to get pure drinking water in Imphal town even during the Third Plan.

Another matter which should have been given priority is the power supply scheme. There was only one small hydro-electric power supply scheme started by the Britishers some 15 years back. That plant is still there. There was a scheme for its development but only because of the non-availability of penstoke pipe the work of developing that power scheme could not be completed and the people there pay 37 np. per unit of electricity for industrial as well as domestic consumption, which is too high a rate. The *per capita* consumption of electricity there is very low compared to other parts of India. There is great potential for hydro-electric generation of power in a hilly area like Manipur. The Government of India should give priority for developing power in that territory, because that will be the foundation or basis for any industrial development in that area.

Another thing which I would like to bring to the notice of the Finance Minister of the Union Government is the fact that Manipur is very backward economically. The standard of living of the people there is very low. There is no industry worth the name; there is no medium industry, and no small-scale industry with a capital of even Rs. 20,000. So, it is very much under-developed, and without power and without transport and communications it is not possible to develop industry or agriculture. In the Union Territory of Manipur these two departments of industry and agriculture are under second class officials. That means these two departments have not been looked after properly. There has been a demand that they should be under first class officials. They are now run by second class officials, by men who have not the knowledge of things. If we want to develop this backward area, we should have programmes to look after these two departments. So, I request that these two departments should be upgraded and put under first class officials.

Lastly, it is a matter for satisfaction that the old development departments in the Union Territory would be transferred to the elected body, the Territorial Council. The Union Government has appointed an official committee to work out the details. Till now we had been suffering because the people's representatives had not been given any power or status to look after the devolpment works. With the transfer of the old development departments to the Territorial Council we hope there will be enough progress in all schemes. Our only hope is that this representative body, the Territorial Concil, will be given the status of an Assembly, and that the proposed Executive Committee which is going to be elected by the majority party or by the Territorial Council would function just like a Council of Ministers in any other State, that they would be fully charged with the responsibility of implementing the various schemes of the Five Year Plan.

Shri Morarji Desai: There are no changes in the Finance Bill that is before the House. The debate that has taken place has, as usual, covered many subjects outside the Finance Bill, as it is the privilege of the Members to speak on the Finance Bill on almost any subject that they like, but I hope it will be recognised that it is impossible for me within an hour and a half to get information about the criticism relating to all the other Ministries. I hope, therefore, they will execuse my inability to tell them anything on what they have said.

What was said about the difficulties of the coir industry has much truth in it, but that does not mean that Government is not conscious of these difficulties, or that Government has not been trying to take the necessary steps to see that the difficulties are removed and the coir industry continues to employ as many people as is possible. The hon. Member who spoke about it complained about mechanisation in the industry, and then he also complained about the industry not having a proper market abroad. If the indusry is to survive and make good and is to thrive, I think, it is very necessary to see that there is mechanisation immediately in that industry. It is a difficult choice and perhaps an unpleasant choice that may have to be made. We are careful in this country to see that mechanisation does not take place at the cost of workers as far as possible, but if industries go out of existence for want of mechanisation, then• the whole labour will suffer, and therefore it is a matter of judging the necessity, of doing the one or the other, or doing both together. That is how Government applies its mind to it and takes the steps that are necessary.

My hon. friend Shri Mathur referred to his sad experience as regards some industry with which he is connected, and he referred to the inefficiency which is prevailing in different departments of Government. We are trying to remove inefficiency as fast as possible, and I hope progress continues to be made. About the particular instance which was referred to by him I cannot say anything. I am quite sure that what he has said will be seen by the Minister concerned and necessary steps will be taken, but I did not quite follow when he said that Government must not be allowed to continue like this. I do not know whether it was a merely emphatic statement, or whether it meant something else. I do not know what is meant, but if it means that we must do all that we can to bring in efficiency as fast as possible, I agree with him entirely. Nobody can differ on the necessity of bringing in efficiency in everything that we do. It will be helpful if some patience is exercised in this matter and useful suggestions are made regarding the steps to be taken to remove the delays or the inefficiencies that are noticed in the transactions of the public with the Government.

14 hours.

Then he also referred to a speech of the President of the Federation of Indian Chambers of Commerce and Industry. I do not see how he thought that the President of that body lays down the policies of this Government or of this country. The policies of this country are laid down by this Government. They are very clear and the Prime Minister spoke about it also very clearly. I do not think we should be very impatient about suggestions made by other people. Even if they are extreme what does it matter? We are not going to be deflected from our course because somebody says one thing on one side and somebody else says something on another side. We may profit by the criticism of people and if it suits us and it suits our policies and programmes, we should make

[Shri Morarji Desai]

the necessary changes, wherever it is necessary to do so. But that should be consistent with the line that we have chalked out for our programme. The socialist programme that we have before us is not going to be deflected by any criticism one way or the other. Therefore any violent criticism on anything is not very helpful. Criticism must be constructive and not violent. That is all that have to plead with my hon. friend.

I do not think, Sir, that I need take the time of the House about these matters at all beacuse it is not possible for me to give any detailed information about the subjects touched by hon. Members is their speeches on the Finance Bill. They are of course entitled to say whatever they have to say but I hope they will also recognise my inability to satisfy them within an hour and a half by getting all the information they want on these subjects.

I hope that the Finance Bill will be adopted by the House.

Mr. Chairman: The question is:

> "That the Bill to continue for the financial year 1962-63 the existing rates of income-tax and super-tax and to provide for the continuance of certain commitments under the General Agreement on Tariffs and Trade and the discontinuance of the duty on salt for the said year be taken into consideration."

The motion was adopted.

Mr. Chairman: We shall now take up the consideration of the clauses. There are no amendments. I shall, therefore, put all the clauses together.

The question is:

> "That clauses 1 to 4, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 1 to 4, the Enacting Formula and the Long Title were added to the Bill.

Shri Morarji Desai: Sir, I beg to move:

> "That the Bill be passed."

Mr. Chairman: The question is:

> "That the Bill be passed."

The motion was adopted.

14.05 hrs.

TELEGRAPH WIRES (UNLAWFUL POSSESSION) AMENDMENT BILL

The Minister of Transport and Communications (Dr. P. Subbarayan) Sir, I beg to move:

> "That the Bill further to amend the Telegraph Wires (Unlawful Possession) Act, 1950, be taken into consideration."

I think many words are not needed from me because this is a measure which is badly needed. Copper wire thefts are becoming more and more common. We have been trying our best to prevent this. But the punishment provided in the old Bill has not been found to be commensurate with the offence and magistrates even for the second offence have not given deterrent punishment. The punishment for the first offence is left entirely to the discretion of the magistrate, but for the second offence penalties are being increased both by way of imprisonment and fine. I hope that the House will agree to the Bill being passed.

Mr. Chairman: The question is:

> "That the Bill further to amend the Telegraph Wires (Unlawful Possession) Act, 1950, be taken into consideration."

The motion was adopted.

Mr. Chairman: Let us now take up the consideration of clauses. There are no amendments to clauses 2 and 3. I shall put them together. The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 1 (*Short Title*)

Amendment made:

Page 1, line 4,—

for "1961" *substitute* "1962" (2).
(*Dr. P. Subbarayan*)

Mr. Chairman: I shall now put clause 1 to the House.

The question is:

"That clause 1. as amended, stand part of the Bill."

The motion was adopted.

Clause 1. as amended. was added to the Bill.

Enacting Formula

Amendment made:

Page 1, line 1,—

for "Twelfth Year" *substitute* "Thirteenth Year" (1).
(*Dr. P. Subbarayan*)

Mr. Chairman: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The long Title was added to the Bill.

Dr. P. Subbarayan: Sir, I beg to move:

"That the Bill, as amended, be passed."

I am very grateful to the House for having given such an easy passage to this Bill.

Mr. Chairman: The question is:

"That the Bill, as amended. be passed."

The motion was adopted.

14.09½ hrs.

RAILWAY BUDGET—GENERAL DISCUSSION

Shri Braj Raj Singh (Firozabad): May I enquire how much time is fixed for this item?

Mr. Chairman: Five hours, but it all depends . . .

Shri Narasimhan (Krishnagiri): Sir, a couple of days back the Prime Minister, while addressing the Federation of Indian Chambers of Commerce and Industry, referred to the inability of the transport system, the power and the coal production to keep pace with the rising tempo of the industrial expansion of the country. It was almost like a criticism and a comment. We have only recently gone through the General Elections and the country is going to have a period of five years under the tutelage of the new Parliament. Therefore, it was possible for him to take a detached view of things and make a review of the work of the 5 years. In that context, he did see that while on the one hand, the plans for our development are there, unless there is support given by power, electricity, coal and other things, unless they are also coordinated, one to support the other, all our aims would not be fulfilled. It is in this context that we have to view our present Railway Budget also.

The economic survey accompanying the General Budget also mentions that the industrial development will not be to our expectations unless the transport system also rose to the occasion. Therefore, the Railway Minister, as was expected, in his speech hoped that he would get further allotmests for the development of our railwyas.

It has also to be seen whether it would be better or not to go in for large-scale electrification of railway traction. Where we have a single line areas run by steam, they can easily be converted into single track electric traction; and where we have single

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track electric traction, we can have double track. Unless such things are resorted to, there may not be an adjustment between the industrialisation plan and the support that is expected from the transport system. The main transport system is the railway; and, therefore, they have to do something in this respect.

As far as laymen could see, we do find that steam traction is going out of fashion and uneconomic. Therefore, whenever we go in for the construction of new lines, why not we go in for electric traction? We are supposed to have perspective planning. Every other day, the Prime Minister refers to perspective planning. If it is so, what is the fun of not visualising that in 5, 10 or 15 years we will have to take to electric traction? In a country's economic arangements, unless we have in view a 30 years' objective, the developments that would take place some 25 or 30 years hence, how can we justify the expenditure taht we incur now? Even in an individual's economy or a family's economy, we have to visualise a period of one generation, 20, 25 or 30 years. So, in a country's economic planning, perspective planning is the inevitable thing. When it is well-known that steam traction is becoming impracticable, why should we not go in for large-scale electric traction?

I am given to understand that if electric traction is undertaken even now, it may be cheaper than other means of traction. The amount of money spent on laying a tract of 100 miles of steam traction may be uneconomic compared to the same distance for electric traction.

Then there are other advantages of electric traction which are immense. There would not be great strain on the transport of coal from one end of the country to the other. In fact, the railways have to move coal for their own engines and also for industrial purposes. It is quite ludicrous. The game is not worth the candle. The percentage of coal spent to move a train load of coal from one end of the country to the other is not a happy figure in point of profit and loss. So, it is high time that the Railway Administration took into consideration the desirability of constructing new lines more on the basis of electric traction than on the outmoded steam traction.

They may even go to the extent of appointing a high-power committee of experts. Any delay will only mean periods of further regrets and comments by bodies of Parliament like the Estimates Committee who are bound to go into the question and finally come to the same conclusion that it is no use hereafter pursuing the discarded mode of steam traction. I do hope that this matter will be carefully examined by the Railway Administration and that competent experts will be asked to go into the question to see how far it is practicable and desirable to resort to steam traction.

The Budget speech also envisages increase in rates. Of course, no one would be receiving this news with satisfaction. It would, in its turn, produce consumer resistance. If the fares are increased the number of passengers will get reduced. The returns will diminish and people will resort to alternative modes of transport like the bus. That has also to be considered before resorting to any increase in rates, whether passenger fares or freight rates. (*Interruption*). Now, there is inherent capacity in the country for increased traffic. Any institution or authority that offers transport has to offer it in such a way that the customer finds it economic.

I am very happy that 140 miles of railway line are under construction in my district. I have been agitating for it for about a decade; and while my continuance in the Lok Sabha is only for a few days, I retire with a sense of fulfilment and a great satisfaction. My colleague, the Deputy Minister of Railways, who hails from the same district says that here is a gift from the present Parliament to my district—14 miles of railway line. The Budget figures show that for the Bangalore-Salem matre guage line of the Southern Railway, Rs. 5 lakhs is the expenditure for 1961-62, Rs. 100 lakhs for 62-63 and the balance to complete will be Rs. 695 lakhs and it is expected to be completed by 1965. I just wonder whether the year 1965 could not be advanced by one year or 18 months.

In the case of Manamadurai-Virdudunagar line, the schedule is, expenditure spent up to 1961-62 is Rs. 5 lakhs; provision for 1962-63 is Rs. 10 lakhs and the balance to be completed is Rs. 235 lakhs. The date of completion is expected somewhere in 1963-64. I do hope that the same time-schedule will also be kept up for this line.

At the beginning, I was saying that the present Parliament was so pleased, after ten years of non-stop appeal, to give this railway line to my district. But it would not be fair to say that it was given to my district; it was given not only to that district but to the State: it was not only to the State but to the railways themselves. I am sure that this railway line is going to link Bangalore with Salem through a different route. It is going to help the country's economic progress considerably. It has multi-purpose effects. We are all talking of national unity and national integration. One chief factor in bringing about the national integration and emotional integration and unity is the means of communication. Here. we have an alternative means of communication. Here, we have an alternative means of communication from Punjab to the South through the metre gauge. This will help the movement of goods from the north to the south to a very great extent without transhipment and other inconveniences. Big areas are also going to be linked up fairly closely: Goa and Bangalore, Hyderabad and Bangalore, Cudalore and other areas in the extreme south, with Bangalore. Bangalore will be linked up with Hingoli, and other areas in the Khandwa-Hingoli line. Therefore, the interlinking of various parts or groups of the States will certainly help in greater inter-communication and emotional and national intergration, and also develop the industries in the country.

From the defence point of view also, this new line will help the country. Now, from the east coast to North India, we have only one line by which the Grand Trunk Express goes. We have one or two big bridges and certain bottlenecks. If something goes wrong there, the communication between Delhi and Madras gets upset So, this new line is another alternative. Hence, as a strategic line, it has its own role to play. Therefore, I am very pleased that what was originally intended to render some kind of justice to one area will now turn out to be a great asset to the country as a whole. This will be a great asset to the country, apart from its being an asset to the railways and to the States concerned.

In regard to this railway line, while money is being provided for it in the budget, I want to make one or two observations about the line itself. As is made to appear to us at present, some of the stations that are going to be constructed on this proposed railway line are a bit away from the townships. That aspect should be enquired into. After all, there is keen competition between road transport and railway transport. Many of the tonwships that are covered by the new line are also partly served by the national highway. The highway goes through the important townships. Only in order to avoid accidents, some by-pass roads are constructed in important townships. Otherwise, the passengers will find it easy to go from one place to another by road transport, and they would continue to prefer road transport if the stations now proposed on this line are fixed too far from the

[Shri Narasimhan]

towns. Now, the distance is a mile in one case and about six to seven furlongs in another case. These areas are not covered by municipalities. The areas which are covered by the railway line are not big municipalities. There are no big municipalities roundabout the line. There are only two municipalities in my district. One of them is covered by the railway and the other is not anywhere near the railway. So, there is no use thinking in terms of big towns and imagining that a distance of some furlongs or a mile is nothing material.

Therefore, I do hope that while the final location survey is being taken, this aspect of the matter, namely, keeping the railway station as near as practicable, possible or desirable, will be taken into consideration, and not some other consideration such as availability of land and so on being the governing factor in fixing these stations. Otherwise, there will be some dissatisfaction and disappointment. I hope the local authorities and associations and publicmen will be consulted in this matter of fixing the stations on this new railway line.

Shri Radhelal Vyas (Ujjain): Mr. Chairman, I welcome the railway budget and congratulate the Government on the various improvements that have been made on the Indian railways.

Shri Braj Raj Singh: Why this chorus? The elections are over.

Shri Radhelal Vyas: I have been doing like that. It is a fact. But it does not mean that there is no room for improvement. There are certain things which are to be attended to. First of all, I would refer to the construction of the new lines so far as my State—the biggest one—of Madhya Pradesh is concerned. My State is lacking in communications. There are vast areas which have not yet been opened up, and there are regions, the residents of which have not yet seen even the railways, for example, in Bastar. Even the States Reorganisation Commission had referred to the means of communication in the vast State which they proposed at that time and they had made a reference to the new, proposed line between Gwalior and Ujjain. It has been cut down, and the proposal, as sanctioned and announced already in the second Five Year Plan is to have a new railway link between Guna and Bastar. But I am constrained to say that though three years have elapsed, nothing has been done in that direction. We expected some beginning, at least some earthwork, in the second Five Year Plan period, but nothing has been done. One year of the third Five Year Plan period has also passed, and I see that no start has yet been made. We have bottlenecks everywhere, and we are badly in need of good transport for the goods, but we cannot for that reason introduce additional trains. Therefore, it is but necessary that new lines should be constructed as early as possible I hope that now, before the rains set in, a beginning will be made and some earthwork must be done. If it is not done, I am afraid one more year will have to elapse before we make a beginning. So, this aspect must be attended to and a beginning should be made this very year itself.

I must also observe that we have got in our State some narrow gauge lines. The hon. Deputy Minister recently paid a visit to Ujjain and he himself saw one of the narrow gauge trains there. These lines have been causing great losses to the railways. It is time that the Railway Board and the railway administration thought of replacing them by metre gauge or broad gauge lines. The narrow gauge line in the old Madhya Bharat region are narrower than the standerd narrow gauge lines. The narrow gauge lines from Gwalior to Bhind, from Shivpur to Shivpuri and from Ujaain to Agra are narrower than the standard narrow gauge lines. I wish something is done in this direction and they may be replaced by either broad gauge or metre gauge sections. It would be more profitable if a broad gauge line replaces the line from Gwalior to Bhind and it may be further extended to Etawah.

14.31 hrs.

[SHRIMATI RENU CHAKRAVARTTY *in the Chair*]

There is a great bottleneck in the railway at present. If it is replaced by a broad gauge line, it will result in economy and quicker movement of goods. This may be kindly examined.

The narrow gauge line between Gwalior and Shivpur may be replaced by a broad gauge line. It may be further extended to Kotah. If this is done, this will run through new areas and it will remove much of the load on the main western and central railway line.

Similarly the narrow gauge line between Ujjain and Agar may be replaced by a metre gauge or broad gauge line. It may be extended from Jhalawar Road to Shyamgarh. If this is done, this will also be profitable. These are certain proposals which may be examined.

There had been a proposal to construct a new line from Indore to Dhar. This is a scheduled area. A survey was also made. We must do something to provide some amenities and facilties to the people residing in this scheduled area. It is a very fertile area and very productive also. It should be examined from this point of view, so that the scheduled tribes may get a good return for their produce.

The next point is with regard to the late running of trains. There has been some improvement in the mail trains and express trains, but I regret to say that nothing has been done to improve the conditions in the passenger trains, especially on branch lines. I would like to invite the attention of the Deputy Minister to one railway line in my State, i.e. Indore-Bilaspur line. You will be surprised to note that it is the rule for the train to run late and only on exceptional occasions—2 or 3 days in a month—it runs in time. I have been complaining time and again not only in this august House, but also in the informal Consultative Committee of Members of Parliament and also in the Zonal Users' Consultative Committee for the last two years against this, but I find no improvement at all in that railway line. I fail to understand why the railway administration should not be able to do something to improve conditions there. There have been meetings at high levels between General Managers and other officials, but nothing tangible could be done so far.

I wish that the Railway administration should be able to do something to improve conditions there and not put to great hardship the passengers who come from Bhopal side and who want to go to Nagda side. They miss the connection to Ujjain. Either they must improve the running of this train, or this should be split up into two parts, one between Bilaspur and Bhopal and the other Bhopal and Ujjain. Mostly passengers coming from Bilaspur to Ujjain get down at Bhopal and very few go beyond Bhopal to Ujjain. It is the pasengers who go from Bhopal to Ujjain who have to suffer, especially if one wants to go beyond Ujjain, to the Nagda side. This should be examined and something must be done to improve this thing in the new time-table that will come into force.

There are other passenger trains also which often run late, like the Baroda-Mathura Passenger. Very often, thay miss connection to Ujjain. I have repeatedly drawn the ateention railway authorities, especially the divisional officers at Kotah, to this.

[Shri Radhelal Vyas]

They promised to do something, but still I think much has to be done in that direction. I find the same complaint with regard to so many passenger trains in other sections also. The Railway Board should pay more attention to the passenger trains, because the public at large who travel for short distance also must feel that the railway has made improvements and they are also getting the benefits of the various changes that take place in the railway administration.

With regard to Ujjain, I suggest that some improvements and some additions have to be made there. I am glad that the Deputy Minister, who himself recently visited Ujjain, saw the conditions there. There is need for expending the third class waiting room there. Ujjain is a great centre of pilgrimage and the third class waiting room there cannot be described as a waiting room at all. There is only a booking office and a passage; there is no accommodation for passengers to sit and take rest. He has promised to look into it more closely. I wish it is expedited and an early decision should be taken by the railway administration with regard to this point.

There have been complaints with regard to the trains running between Ujjain and Bhopal. They take more than five hours to cover a distance of 114 miles. There is no express or mail train. Passengers have to spend so much of their time on the journey, the result being that passengers prefer to go by bus which takes only 3½ hours. So, the trains on this section should be speeded up. I am told that the old rails which are lighter are being replaced by heavier rails and steps are taken to provide interlocking. But this is being done for a long time. How much time should it take? 3 or 4 years have passed and we are told that the work is still progressing. Some of the bridges have to be newly constructed. This should be looked into and the work that is going on there should be expedited, so that trains may take up speed. The girdars of the bridge at Chipra are being replaced. I do not know why a new bridge should not be built there. All the girders are to be removed and only the old pillars are to remain, After some time, again the Railway Board will have to think of changing the pillars also. There was a proposal in the Railway Board and one of the engineers of the Western Railways proposed that the pillars should be built anew, as it was no use putting up new girders on the old pillars.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The pillars are quite good.

Shri Radhelal Vyas: After some time their life is over. You should provide new pillars and then spend lakhs of rupees; not only on the girders but on the pillars also you must pay attention. This is an old bridge which can be used by the metre-gauge trains which are lighter. When you are spending so much, in lakhs of rupees, why not you have a new bridge? Otherwise, you will have to spend a huge sum agin after some years. I feel that there should be no repetition of spending a huge sum after a few years.

14.41 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Wherever I go, I find there is discontentment among the railway employees. I do not know the reason, but I do know there is a feeling of discontentment among the railway employees for the last four or five years. We find that there has been an increase in the number of railway accidents, and I feel it may have some connection with the discontentment of the employees. The Railway Board should look into the causes which have led to this discontentment, for it is not a healthy sign, and remove those causes. I cannot say what the causes are but

I am sure there are some causes. I hope the railway administration will arrive at some decisions which will remove the discontenment among the employees.

The two-tier sleeper coach that has been recently introduced in this train has been widely welcomed, but there is one defect in it. In the two tier system a passenger gets an upper berth on payment of Rs. 3. But, then, no instructions have been issued to the railway staff as to how the lower berth is to be used with the result that any passenger can get into the coach, travel any distance he likes and get down, sometimes taking with him the luggage of the passenger who sleeps on the upper berth.

Mr. Deputy-Speaker: You cannot have sleep and the luggage too.

Shri Radhelal Vyas: Generally, very few passengers get into that coach because the conductor says it is a sleeper coach. The poor passengers do not know that the lower berth is meant for sitting accommodation to ordinary passengers. So, they move on to other compartments. The result is very few people get into that compartment and they use the lower berth for sleeping purposes, even though they may be travelling less than 300 or 200 miles, whatever the limit be. I suggest that the lower berths may also be provided with cushions etc. as are provided for the upper berths, and they may also be charged the same surcharge for sleeping accommodation for those who want them.

Mr. Deputy-Speaker: The hon Member was saying that the person sitting in the lower berth takes away the luggage of the person sleeping in the upper berth. If both of them sleep what happens to the luggage?

Shri Radhelal Vyas: My suggestion is that the compartment should be used only as a sleeper coach. Only those who pay the surcharge for sleeping accommodation should be permitted to enter that compartment, as we do in the case of first class. In the first class, there is sitting accommodation in the day time but in the night it is turned into a sleeper coach. Similarly, the sleeper coach also should be used for giving sitting accommodation in the day time, but it should be used only for sleeping purposes in the night. Then there will be uniformity betwen two-tier coaches, the only difference being that a charge is levied for the two-tier coaches

Coming to railway stations, there are complaints that the platforms are very small. As an instance, I may say that in the Vikramgarh Alor railway station the train stands beyond the edges of the platform, because the platform is too small, and it is very difficult for the passengers to get in and get out. So, sometimes accident takes place. I would suggest that in all those cases where the platforms are smaller, they should be extended so that accidents may be avoided. I hope that at least the case I mentioned, namely, Vikramgarh Alor will be looked into at an early date.

Then there have been complaints of theft of goods, not only those belonging to the public at large but those belonging to the railways themselves. For example, at Ujjain the coal coming from the collieries is stolen in transit in large quantities. There have been complaints about it for quite a long time and I am told there are regular gangs who remove the goods when the train is in transit at a distance of two or three miles from the Ujjain station. Perhaps the gangs are doing it in collusion with the persons running the train. In any case, large quantities of coal carried by the trains are removed there. The result is that the consignees suffer, as also the railways, because they have to pay compensation. This is a very long-standing complaint and though the railway administration promised to look into it and do something to

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provide against this, they have not yet been successful in doing anything to relieve either the railways or the travelling public.

Then there are continuous thefts of railway goods like bulbs and other articles in the coaches. It is difficult to know how they take place. I would say that the bulbs etc. should be fixed in such a manner that it would be very difficult for anyone to remove them from the coaches; alternatively, they can provide for more watch and ward people. Sometimes it so happens the more the increase in the watch and ward staff, the more the increase in thefts, because they also participate in the loot. If we estimate the loss by thefts in railways for the whole of India, it will run into crores of rupees, which is a national waste. So, steps should be taken to check the thefts of goods belonging both to the railways and the travelling public.

These are the few points which I wanted to make, and I hope they will receive proper attention from the Railway Minister.

Shri Prabhat Kar (Hooghly): Mr. Deputy-Speaker, speaking on the railway budget, I am rather sorry to point out that although there have been committees and enquiries regarding the accidents, the number of accidents is on the increase. I am quite sure that the hon. Deputy Minister is aware that within a short period of about fifteen days there have been more than eight accidents in the Grand Chord line between Godharma and Gaya. It may be that the accidents did not cause much loss of life but the boggies capsized, causing complete closure of the line for a few hours. I do not know why in this particular line these accidents are taking place and I do not know whether there has been any enquiry and why during such a short time, so many accidents have taken place. Whenever major accidents occur, they are brought to the notice of the public and certain enquiries are made. But, this time, accidents have been there almost every day and have occurred in almost every line. I am rather surprised that the Railway authorities do not take any notice of these accidents which might not have caused any loss of life, but which have caused damage to railway property and have also obstructed the line for hours together. The traffic is held up. As I said, between Kodarma and Gaya, the same thing happened. The same thing happened very recently between Sealdah and Ranaghat. This is one of the busiest sections. Sealdah is perhaps one of the busiest railway stations in the whole of India. Almost every minute, a train leaves or comes in. In this line, if accidents take place, it means that for a few hours, the entire traffic in that area is completely dislocated. It is happening almost every day. It may be that some reports are being sent to the Ministry. But, no steps have been taken. Otherwise we would have seen that the number of accidents in this line decrease. It may be said that the accidents are minor. But, the question of a minor accident or a major accident does not arise. An accident may not cause loss of life, but it really wounds people and at the same time, it makes the line congested.

The second thing to which I would like to draw attention is over-crowding in suburban trains. I have actually seen how these trains come to Sealdah and Howrah, during peak office hours. In the Sealdah section, we are told that electrification scheme is on. When it will be completed, we do not know. But, in the way people come to Sealdah between 8 in the morning and 9·30, it is an accident that they do not fall from the train during the journey. By chance, by luck they do not fall. Otherwise, in the way in which they travel, any time, there can be an accident. This is continuing. There have been so many representations to the Railway

Ministry and the Railway Board. But, nothing has been done. We have been told that when electrification is complete, electric trains will be run and at that time, all efforts will be made to see that congestion and overcrowding in the trains during peak office hours are removed. Before the completion of the electrification scheme, things are going on in such a manner that I would request the hon. Minister to look into this. Because, this Sealdah line is the busiest line in the whole of the country.

Also during office hours, between Howrah and Bandel which has been electrified, the number of trains require to be increased during the peak hours. Because, the number of passengers during this period is so large and it is increasing day by day. This is very necessary. You will agree, in the big cities which are so congested, if we are to remove congestion and if we are to see that the people go and live in the suburban areas, we should give these suburban train facilities. This is one of the most important things. Because of the increase of the number of passengers during the peak hours, even in the electrified section between Howrah and Bandel, the number of trains requires to be increased.

Again, during office hours, every train runs late. Late running during this period is also on the increase. You will find in the papers some disturbances because of late running of trains during office hours. Almost every day, the office goers are marked late in the office and they have to suffer for that. I do not know why during such hours, in such short distances of 5 miles and 20 miles, the trains should not run in time. This is causing a great deal of difficulty. I would request them to see that at least the suburban trains, during these hours, do not make any unnecessary delay. This late-running cannot be explained. I may tell you that there is no railway station in a particular place, but all trains stop all through the year. It is called the Car shed station near Howrah, where every train stops before the train enters into the platform, for two or three minutes. During these hours, a delay of two minutes is very valuable. Because 2 or 3 minutes late means, they are punished in the office. I would request them to see that in these suburban trains lateness does not occur.

Coming to amenities, as my hon. friend Shri Radhelal Vyas has said, much remains to be done. In stations which have been in existence for 20 or 25 years, sheds have not been provided as yet. It is something strange. I can understand, here is a new station and it will require some time to erect a shed. But, even in some old stations in the main line, sheds have not been provided. In Bengal, during the rainy season, passengers who come to the stations have not got the benefit of the sheds. I would request the hon. Minister to look into this matter in respect of at least the old stations. I would give one instance—Talandoo station. This is an old station. Even sheds have not been provided for.

The same is the case in stations where there are two platforms. I think it is forbidden to cross the railway line. That would be punishable under the law. But, an over-bridge is not provided. If an over-bridge is not provided and there are two platforms, I do not know by which way the passengers can come to the other platform without crossing the line. According to the Act, it is punishable. I will give just one instance in the Sealdah line—Pyradama—where there are two platforms. In between, there is no over-bridge. I think the hon. Minister agrees that it is punishable in the court to cross the line.

Mr. Deputy-Speaker: Prohibition has come first and the bridge has to come afterwards.

Shri Prabhat Kar: Yes. These are small things. I do not know why these amenities have not been provided for.

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The same thing also about level-crossings. There are old roads where there are no level crossings. There was one level-crossing in a certain place. But, that was closed. I do not know why a level-crossing which was in existence has been closed.

Shrimati Parvathi Krishnan (Coimbatore): I do not know if the Minister knows either.

Shri Prabhat Kar: It is creating difficulties. It is near the railway station. All the goods which are to be booked from the station, come near the station and then they have to travel one mile further south or north to come to the station. I will give another instance. It is in regard to Pandua on the main line between Howrah and Burdwan; the level crossing on the eastern side of the railway platform has been closed, and that is creating these difficulties.

15 hrs.

Since the railway administration has taken over charge of catering, the quality of foodstuffs—their preparation and other things—has completely deteriorated. When we had the contract system, the contractors were making profits. There is no reason why the railways cannot make a profit even after supplying better foodstuffs than those supplied under the contract system. We have been told that catering is now done almost at a loss. We see that the stuff supplied is deteriorating every day. Whether it is on this side of the House or on the other, those who have tasted the food will find this experience. I do not know about Ministers, whether for them special dishes are prepared. But if they travel as common passengers, they will have the same complaint. This requires looking into. In India, where long-distance railway journey is performed, it is essential that the food supplied should be good and should be cheap. So far as price is concerned, it is cheap. In some cases it is 12 annas, in some others it is 14 annas. But the stuff is not good.

I do not know whether it was with the object of improving things that the dining car management in the Delhi Mail was taken over by the Northern Railway from the Eastern Railway. I do not find any change either in service or in the stuff. So it is also not known why these changes are made. This matter also should be looked into.

Coming to theft and damages, already my hon. friend, Shri Radhelal Vyas, has spoken. There is something strange about this matter. We have got the Railway Protection Force; we have the GRP. Yet thefts continue, and in a manner which does not speak well either of the railway administration or the Railway Protection Force. It is true that passengers can help in catching the persons who try to commit theft. But often these things are done when the trains are stationed at the yard. Therefore, it is done when the trains are under the care of the Railway Protection Force or the GRP. We find in suburban trains that often the fans are removed and bulbs taken away. Most of the time we find that the cushions of first-class or second-class seats are either removed or cut and the foam rubber taken away. These things are happening every day and yet nothing is being done. This should be looked into properly and remedial measures taken. I do not want to say that it is done with the connivance. But it must be so. Otherwise, how is it that in trains in the yard under the protection of the Railway Protection Force such thefts occur?

I have already mentioned about late running. Particularly in long-distance journeys, late running causes a lot of difficulties for passengers. Very recently the Delhi Mail was running 18 hours late. It was taken on a new route *via* Daltangunge-Parkakana loop. During this journey, along with it, another train, the Doon Express, was attached. You can imagine what would be the difficulties experienced by passengers, especially children, in stations with these two important trains moving with nothing available. If important trains are to be shifted to other lines, proper care should be taken to send telegrams to the stations ahead so that passengers may not be put to inconvenience. This applies particularly to children passengers.

We have often pointed out that the management of the narrow gauge trains from Howrah to Shiakhala and Howrah to Amta is bad and it is high time it was taken over. We have been told that the Government is not considering it. But it is the demand of the passengers. I think it is essential that such important and crowded lines now being managed by Messrs. Martin and Company should be taken over. There cannot be any reason why these two lines cannot be taken over by the Railway Board for efficient management.

Shri N. R. Muniswamy (Vellore): At the outset, I congratulate the Railway Ministry and the Minister on the achievements they were able to register in the last ten years. These achievements are very remarkable. But one feels that they could have done better. From that point of view, I may make certain observations, how they could have improved on their performance.

Previous speakers have made out certain points as regards new lines, and also the discontentment prevailing in the railways. As regards new lines, one has to give much thought as to the investment that might be involved in satisfying every region to have new lines. I do appreciate the difficulty of Government in satisfying every demand from every corner of the country. But one thing has to be borne in mind. Whatever may be the demand emanating from any part of the country, we have to see whether the line asked for is in an under-developed area or in an area where they want further development. So far as new lines are concerned, I find that new lines are laid in areas where there is already a single line or even double line. There is demand for a new line even when there is a double line or sometimes three lines or four lines. But instead of doubling the line and putting lines where there is already a line, it is better to introduce a new line in an under-developed area. Then we can have the satisfaction that every part of the country is linked by the railway, not merely that facilities are increased in an area where they already exist. We must improve the under-developed areas; otherwise, we will not satisfy the demands emanating from these quarters.

In this connection, I may be permitted to say that there had been a survey of a new line from Vellore Cantonment to Conjeeveram. I take up this specific case because they wanted to have a new line here not for the purpose of providing facilities to the passengers, but for better operational efficiency. Wagons could not move properly to the destination because of congestion, and so they wanted to have a diversion line. A scheme was drawn up, a survey was made, the commercial potentiality and other things were assessed. I do not know why it has not yet seen the light of day. It is nowhere even mentioned. I do not know if it has been thrown out or kept in cold storage. The reason behind the non-implementation has not been disclosed so far, and I for one fail to understand the reason.

The other aspect to which I wish to draw the attention of the hon. Minister is this, that not only have new lines in under-developed areas to be undertaken, but new lines can also be created with a view to improving operational efficiency, the reason that is mostly advanced by the railways. For instance, there is a branch line running from Walaja Road to Ranipet, covering a distance of about three miles. You, Sir, have gone to South

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India, and perhaps you have gone to the area I refer to. This branch line has been there for the last 60 or 70 years and it has been feeding every train going on the main line from Bangalore to Madras or *vice versa*. Madras and Bangalore are perhaps the only two important cities situated in different States but connected by such a short distance of 200 miles in India. Ranipet, Mukundarayapuram and Walaja Road from a triangle. I wanted the Walaja Road—Mukundarayapuram line to be dismantled, and Ranipet and Mukundarayapuram to be joined, so that what is now a branch line would come on the main line itself. This has been hanging fire for the last ten or fifteen years. This proposal was first made in 1925 or 1928. They wanted to put it through, but for some reason or other it was not done. When Parliament came into existence in 1952, I raised this question, and the reply given to me was that it would create inconvenience to the long-distance passengers. It is not as if the long-distance passengers count the minutes. This will take them only three minutes of extra run. We find the arrival of trains is delayed not by three minutes but by three hours, sometimes by a whole day. In such circumstances, to say that the long-distance passengers would mind an extra three minutes does not cut much ice.

I was also told that they would have to charge extra for these three additional miles. That may be so, but when we raise rates and fares, we do it on a policy basis. When we do it for operational efficiency by eliminating a branch line and bringing it on to the main line itself, it is a matter of policy. Thereby you not only save a huge amount on having separate staff for the branch line, but it will be also to your advantage in the long run. So, the reasons assigned by them are not very convincing, and I insist that this question be re-examined from the angle I have put forward. So, my suggestion is that not only should new lines be opened in backward areas, but existing branch lines, where feasible, may be dismantled and brought on the main line itself. This aspect may be borne in mind.

I began by referring to the discontent among the railway staff, but there is a lot of discontent among the passengers also. There is discontent among the staff because their emoluments have not been increased or amenities have been provided or accommodation is wanting, but the passengers are also not very contented. They find so many difficulties in the compartment itself. Even in the first class compartment, the flush does not work, or there is no commode, chute, or, if it is there, it is not clean. If you call for the man to clean it, they say he will be available at the next station. When the next station comes, the train does not stop there. So, there is a lot of discontent, but the discontent among the staff has to be eliminated so that the passengers may not suffer because of their discontent.

The Pay Commission has made some recommendations to cover several categories of employees. It has been brought to my notice very recently, and I speak subject to correction, that the Pay Commission's recommendations do not cover the category of guards and under-guards. They are a category by themselves. I do not know they have been given a stepmotherly treatment. The award given by the Pay Commission has no effect on them, and so representations have been made by them to the Ministry that their demands might be conceded. It has been hanging fire for a long time. I wish the hon. Deputy Minister gives some thought to it and sees to it that they are also benefited like the others.

In the matter of opting for provident fund or pension, the employees seem to be in a fix, and therefore they want some extension of time. I can understand that they cannot be allowed to change their option frequently, but their difficulties must also be appreciated. After all, everybody cannot come to quick decisions. The pressure is there that we must decide by a particular date, and what happens is that in a hurry we decide on something. Later on, better wisdom dawns upon us and we want to change our option as that will benefit us better. Then the difficulty arises. But there are certain genuine cases which have to be looked into where there are reasonable grounds for asking for a change. A man who has opted for pension dies the next day! His wife or somebody else then feels so sad and asks why he had opted for it. Such cases also come to light. So, the authorities have to deal with these cases sympathetically and realise that after all it is a thing which has to be approached with human kindness and decided suitably. There are such cases and the difficulty arises for the Board, and the Board is not in a position to satisfy everybody.

The other aspect is in regard to electrification. It has been said since a long time that electrification from Madras to Villipuram would be taken up. Unfortunately, when it was about to fructify, something happened. It had to be shifted to some other area. It is possible that that area might have had better claims, or, the pressure and the demand were such that we have had to switch over our earlier decision to some other thing. I do not wish to say what that area is, but there had been a case where, what was intended for electrification had to be deferred for the sake of another area which had subsequent priority. That area has been satisfied. But never mind; it has happened. Yet, the area for which priority was given earlier must at least now be given top priority and it must be seen that electrification is done in that area now.

Similarly, from Madras to Orkonam, one aspect has to be considered. It is an area which has double lines and which has an enormous frequency in the matter of rail traffic. I understand that the movement, both passenger and goods, is heavy and frequent on this line. In view of that, it is better to start electrification initially from Madras to Orkonam. This is very essential because this is an industrial area and it deserves to be taken up. So far, in the Southern Railway, in our State, the electrification has been on the metre gauge and not on the broad gauge. I do not think it is so in the other parts of the country. So, this must be attended to first on the line between Madras and Orkonam.

As regards the late running of trains, much has been said. I am not able to make out the reason. The authorities change the time-table once in three or six months. They do not do it *suo motu*. They call for information and they ask Members of Parliament to send suggestions. There is a Consultative Committee, the Zonal Committee and then there is the Time-table Committee. Everything is there. But ultimately the timing is arranged in such a way as to suit the transport or bus-owners, the people who compete with the railways. Of course, we are very happy that there is some, and must be, co-ordination between road and rail. Quite apart from that, I am dealing with passenger traffic. It is not on the same footing as goods traffic. The two are different. Passengers need some comfort while travelling. In the case of buses, it is only a question of getting some small space. Even one inch will do! Putting one leg over the other, the people travel like lame men. If people want to go by train, it is because they get some comfort. But that aspect of the matter is a very sorrowful aspect. It looks as though the time-table is arranged to suit the bus-owners.

I am not casting any aspersion on the officers or others, and saying that they are being guided by the dictates of the bus-owners, but it so happens that it suits the bus-owners and not the railway passengers. I wish to bring your notice one or two instances. From Ranipet to Madras, a distance of about 70 miles, there are certain trains

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which run to time. The passengers will take about three hours by mail, and the express will take two hours and ten minutes. Starting at 12 o'clock, the passengers reach Madras at 2.10 in the afternoon. Now, what happens is, the passenger train takes five to six hours. Who will resort to the railway journey? Though there may be three or four trains running, of what earthly use is there? If it runs 70 miles in about five hours? The buses take only two and a half hours; despite the inconvenience, the passengers go to the buses. Let the authorities examine this point. What happens in the bus stand? People rush in to get accommodation. The transport owners say, "No; get away." So, the passengers have to wait for hours at the bus stand. Even though there are many trains, they do not and cannot take the trains, because the trains take five to six hours for covering the journey. This thing does not speak well of the administration. Though I congratulate them for the achievements they have shown, these small things put them down. I say that these small things also count for estimation and congratulation. The railway authorities seem to ignore small things and satisfy the long distance passengers. But what about the third class passengers who should have some quick and fast trains? From the State headquarters, to a distance of about 100 miles all round, the areas are frequented by the people, going up and down. For them, there must be some quick facility, instead of having only mails and expresses, and for a distance of hundred miles from the State headquarters, they must run as far as possible some quick trains. The trains should have certain speed limits, and not go too fast lest something should happen—as has happened in a recent instance—and that thing subsequently being enquired into! I am mentioning these things because the railways could get good income.

Now, the railways have been improving. From the trend of their performance, I feel that it is a good sign. We get more revenue from the goods traffic and not from passenger traffic. So far as the Southern Railway is concerned, the revenue from passenger traffic is very little. In that respect, they are running the trains at a loss. The authorities must make some adjustments and improve the position.

I then come to the aspect connected with amenities. I find that the speech of the hon. Minister has been short and succinct. This is the first time when the speech runs only to about five pages. It used to be very long. Now, he has given only the substance, and the amounts asked for have been only for three months, calculated on the basis of requirements for one year. The speech has been too brief and succinct. In it, reference has been made to welfare and relief fund. The railwaymen will get some donation if they do not get the amenities from the regular channel. It is a very good idea. The fund grows only from donations or from entertainment or from any other performance which is conducted, and all the money goes towards this fund. It is all right. But what I want to say is, it should not be that the whole fund is fed only through voluntary donations. I only wish that some way must be found so as to see that a portion of the revenues of the Railways—one naya paisa or two naya paise is a rupee—is collected or donated towards this end. Why I suggest this is because, as it is, the fund grows by the ability or manoeuvrability of the railway employees who conduct functions such as dramas and other performances, apart from the contribution to the Development Fund and the Depreciation Fund. These Funds also are there. This is in addition to the 4·25 per cent that we give to the General Revenues. So, I say that there may be a contribution from the employees and Railway revenues towards this welfare fund. Let it not be a huge amount. It may be just one naya paisa. But that will go a long way in seeing that all the necessary things are taken care of. Especially at the time of any emergency, this will be helpful, apart from the other funds that the railways have. I think the railways are the major single industrial employer in this country under whom lakhs and lakhs of servants are working. I know the main concern of the railways is to see that the **welfare** amenities given to the employees grow more and more, progressively, and are to their utter satisfaction. Quite apart from it, though it may not be quite pertinent, and it may not come within the four corners of the rules that are now framed, it is up to the authorities to find out some way by which they could replenish this fund with an extra amount.

I think I am taking much time. I shall finish very soon.

Shrimati Parvathi Krishnan: Let him go on.

Mr. Deputy-Speaker: So, Shrimati Parvathi Krishnan also is giving her time to the hon. Member! I thought that she was going to speak. She had sent in her name. But now, she is prepared to give some time for the others.

Shri N. R. Muniswamy: Sir, I am not taking anybody's time. I must get the time through you only. I must finish my speech soon. If I take up anybody's time, they will get angry. Eviedently the debate must be prolonged lest it should collapse. That seems to be her point.

Mr. Deputy-Speaker: The hon. Member need not continue simply on that apprehension that it will collapse; there are so many Members anxious to speak.

Shri N. R. Muniswamy: I am very glad to know that.

So far as ticketless travelling is concerned, there is no cooperation from the passengers. Whenever a ticketless passenger comes in, the attitude of the passengers is that he is not doing any harm and on the other hand, he gives us some entertainment—singing or exhibiting his infirmities and invoking our sympathy. Also, they get some income from the other passengers. Thus, the passengers themselves are encouraging ticketless travelling. Otherwise, this evil could be cut down by the passengers themselves.

If anybody tries to bring to the notice of the ticket collector this matter, the other passengers get angry. Indians have this mentality that they should do some sort of charity, either from their own pocket or from a third party's pocket.

Mr. Deputy-Speaker: Most preferably the latter.

Shri N. R. Muniswamy: It appears to be so. If anybody brings it to the notice of the ticket collector, everybody puts on a gruff face because he was giving some entertainment. Sometimes 'she' comes and sometimes 'he' comes singing. Whenever 'she' comes everybody is very happy, because she sings and collects some money. Even the ticket collector joins the other passengers, because he does not want them to become angry. These emotions are there, one against the other. The fault, therefore, lies not only with the administration, but also with the passengers. I am saving it because I have seen it myself. When I wanted to do something, they all objected.

Sometimes, ticketless passengers travel on the footboard, which is so risky. Sometimes, we have to invite them inside lest they should fall down, but there are some who say, "No, do not allow; let them fall down". I want that ticketless travelling should be stopped by taking some steps at the station platform itself. They keep it open. The main reason behind this is that the ticket collectors are given a quota. They should get so many cases per month. They are able to finish that quota in a couple of days and for the remaining 28 days of the month, they just do not care. So, the

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quota system should be abolished. Passengers also must see that they do not encourage this ticketless travelling, because the fault lies on both—the administration and the passengers.

With these observations, I commend this budget to the House. So far as new lines are concerned, the lines need not necessarily be in places which are new. In the existing places also, the lines can be improved upon in the way I have suggested by linking small distances.

Dr. M. S. Aney (Nagpur): I shall finish in ten minutes. I know that policy matters about railways can be raised during the budget discussion, but there is enough time to discuss these maters again when the new Parliament meets. Therefore, I would only draw atention to certain grievances which require urgent attention.

I find that there is a programme of reconstruction of dismantled lines and also a programme of conversion of narrow gauge lines into broad gauge lines. Under the latter programme, I find mention made of the line from Nagpur to Umrer. The other day I put in a supplementary question when this matter came up before the House and I asked whether the provision made is for the sake of converting the present narrow gauge line into broad gauge or for the construction of a parallel broad gauge line between Nagpur and Umrer. The reply was that it is not yet sanctioned. I did not know what they are going to survey. If it is for converting the existing narrow gauge line into broad gauge, it would be a different sort of survey. If it is for constructing a paralled broad gauge line, it would be a different sort of survey. I did not know which of the two things was going to be done. I did not know for what purpose this provision of a few thousand rupees was made. Either the Minister did not hear me properly or he did not have sufficient material before him to give a clear anewer. I would request him to look into the matter carefully.

It would be better if they can make a survey for a parallel broad gauge line between Nagpur and Umrer. If that is not done, the present narrow gauge line should be converted into a broad gauge line, because the traffic between these two towns is increasing. The area round about Umrer and Bhandara district is full of mineral wealth and number of industries are going to be started there in the near future. In view of that, a broad gauge line is a necessity.

Secondly, there is a level crossing at Amravati station. It is at a point where the traffic is always very great. In fact, hundreds of cars are held up this way and that way many times a day when the trains have to go that way. The demand for the construction of a overbridge at that place was being made for many years. A similar demand for an overbridge at Akola was made and after a long time, they sanctioned it and it was built. But Amravati is still waiting. The level-crossing which is near the station is causing inconvenience to people, particularly those who have to go to their work on time. They are held up. Both in the interests of traffic and safety of people who have to cross the line, it would be better that the construction of an overbridge is taken up at the earliest possible date.

Then, I want to refer to an old grievances of mine. Darwha-Pusad line was a narrow gauge line. It was dismantled at the time of the first war. A promise was given that when the reconstruction of dismantled lines was taken up, this line also would be reconstructed. Now that programme is being worked out, but this line is not mentioned in the programme. More than once I have put questions in this House and the reply given is that it has not been found economical. I do not know who made the survey and at what time the survey was made. Perhaps the survey was made by the agent of the GIP Railway at the time of His Majesty's Government. Still, the same reply is given even now. The towns of Digras, Pusad and Umerkhed are busy growing towns, with large cotton growing centres and very fertile areas; in the vicinity there is a big place of religious worship called Mahur which is connected only by a road. Every year thousands of pilgrims come to that area. Since it is a line which has been dismantled and everything except the rails is already there, I would request the Railway Ministry to include it in the lines for re-construction and not allow that line to remain dismantled like that. It will not cost much either. I have no doubt that when the line is constructed, it will be a very profitable line. and it will be a very easy thing to join it also with the main line between Aurangabad and Hyderabad at Nanded in Marathwada. I hope it will be done.

Then I come to the third point.

Shri S. V. Ramaswamy: It should be the fourth point.

Dr. M. S. Aney: Yes, this is the fourth point. I have five points in all.

Mr. Deputy-Speaker: That shows how attentive the hon. Deputy Minister is.

Dr. M. S. Aney: The Railway Minister should know that not only healthy persons but invalids also travel by rail. Unfortunately, I have to place myself in the list of invalid men. I find that even at important stations there are no invalid chairs and even when they are available they are in such a condition that you cannot use them. Big arm chairs from the first-class or second-class waiting rooms are provided with the result that instead of two persons, four persons have to carry it with great difficulty. Then there are no fixed rates for carrying those chairs. That is another difficulty. Though we want everyone to be healthy and all the measures of Government are intended to make one healthy, the railways must remember that not only healthy persons but even sick persons are bound to travel. So, provision of invalid chairs at important stations like Wardha, Bundera and Akola is very necessary. Also, arrangements should be made for fixing the rates for the use of the chairs by invalid persons.

There is one more point. There is a station called Majri junction which is between Wardha and Ballarshah. From Majiri a train branches off to Rajura where there is a colliery. The Wani, a station on this branch line, can be approached only by one passenger train which leaves Nagpur at odd hours, say, in the early morning at 4 O'Clock. The fast passenger trains, from Delhi to Madras and vice versa do not stop at that station. I would suggest that at least one fast train, let it be the Grand Trunk Express or the Janata, should stop at this station, because Wani is a Taluq place of great commercial importance. As it is also a place of an annual fair. There is great traffic and as there is no other train, the passengers coming by this train are stranded at Majri station, where there is no waiting room, for hours together. So, I would suggest that another train should be run to that place. Therefore, some change should be made in the time-table for allowing the Janata to stop there for two or three minutes and small train should be run between Majri and Rajura immediately after that so that the passengers may not be inconvenienced. Then, provision should be made for waiting room as hundreds of passengers go there, mainly travellers desising to visit the fair and have Darshan of the Diety, Ranganath Swami, in whose name the annual fair is held.

I hope the hon. Minister will take note of the points mentioned by me.

Shrimati Manjula Devi (Goalpara): Mr. Deputy-Speaker, now we are having a strange experience of an extraordinary and curious position of having two Parliaments, the old one assembled here and the new one that is waiting outside, to pass the budget within a time of less than a month. I was in two minds as to whether I should air my views and, if so, whether they would be superfluous, but the pressing demands in my part of the country, Assam, has compelled me to speak, may be for the last time, in this House. I hope changes in the timings of the election will be made to normalise the situation and not to have two Parliaments at the same time.

I have been taking part in the debates, usually other than in the railway budget, but this time my first choice has been the railways because the difficult and terrible conditions in Assam, both of passenger and goods traffic, has given me the inspiration to speak and take part in this debate. Moreover, this being my last speech, this is the only way left for me to draw the attention of the hon. Minister which I may not otherwise receive.

Mr. Deputy-Speaker: Let her qualify it by saying "this being the last speech in this Parliament".

The Deputy Minister of Railways (Shri Shahnawaz Khan): We will pay a lot of attention to her remarks.

Shrimati Manjula Devi: Even outside the House, I suppose. As luck would have it, I have travelled in various circumstances, sometimes in the night without lights; sometimes they are so dim that you cannot see anything; sometimes without water or fan in gruelling heat. Recently, I was denied even drinking water when I asked for it. Unfortunately or fortunately, the bearer of the train did not know or recognize me. When he discovered that I was a Member of Parliament, he immediately rushed and got me some drinking water. I do not know what would be my fate tomorrow. I have also had the experience of missing the connecting train when I had to attend meetings of the railways. All these strange circumstances I have experienced in the North Eastern Frontier Railway, and I would like to draw the attention of the Minister to this state of affairs.

I have seen ticketless travel and the railway officers are absolutely helpless in the matter. People come hanging in the trains. Any moment they may fall down. When I drew the attention of the railway authorities, they could not do anything. There are even vendors selling goods in moving trains. It is all done openly. No one thinks twice about it. I do hope that the Railway authorities will take into consideration these matters.

I find there is a concentration of beggars in the railway stations. I have seen children and even able-bodied men and women begging. Either it is a hobby or a career. I do not know. They beg—even able-bodied men and women. We pass laws in this House to prohibit child begging. But, they do not co-operate. Railway is part of the Government. When I drew the attention of the Railway authorities, even the Railway police give a sort of a benign smile and walk away. That has been my experience. These beggers have contagious diseasses. The roam about in the proximity of trains and even food centres. This is a very dangerious thing. This is how diseases sperad. I do hope when the Railway Board takes up social welfare work in the Railways, they will think of a Beggar Homes as well so that these beggers could be kept there and not allowed to roam in the platforms.

There is so much of over-crowding. The people, especially in the third class, are packed like sardines. I cannot express the difficulties that they experience in the hot weather.

This is due, especially in my part of the country, to stoppage of certain through-trains. I do not know the reason why these trains were stopped. There used to be a Dhurbri-Amingaon train. Also from Alipur-Duar to Amingaon. I hope they would be resumed. This will give great relief to the passengers and over-crowding would be reduced to a certain extent. This is a practical method of reducing over-crowding. I do hope that the Railway Board and the Railway authorities would take this into consideration and see that practical steps are taken.

There is also shortage of wagons. We are trying to industrialise Assam. When there are not sufficient wagons to carry the goods or give business facilities to the business interests, it is very difficult to industrialise the country. As it is, Assam is cut off from the rest of India. The bottleneck in the Railways is always there. Of course, the Brahmaputra bridge will to some extent relieve this. I hope steps will be taken with regard to this.

Compensation for the land acquired by the Railways is always delayed. I brought this matter to the notice of the Minister for Railways. He told me that compensation is paid promptly. But, I have made enquiries. Payment of compensation has not been made to the people from whom lands were taken. Some of them are quite poor and this land was their entire possession. I was told that delay are taking place in the State Governments. I would suggest that there should be direct payment by the Railways to the affected people instead of going through the long procedure of the State Government. For change of the name of a particular station, an agitation has started. That is in my constituency. I have been approached by big deputations and petitions. They want to change the name from Dongtal to Tengaigaon. The name of the village is Tengaigaon. This is a very sentimental matter. It will not cost the Railway any extra expenditure. In such small matters, I do not like that an agitation should be started by the local people. I had assured them that I would do my best to take this up, and to help them. I hope this matter would be considered.

The bearers belonging to the various restaurants in the various Railways are very nice and behave well when they know that you are somebody in the Government or an M.P. But, I have seen how they behave with other passengers. They do not comply with the orders of food. Orders are sent from far ahead. Even telegrams are sent. But, food is not supplied. Some of them have to go without food. These bearers who do not carry out their duties properly have no badge to show to which station they belong. I suggest that these bearers have badges with the names of the stations and a number on the uniform, so that any action could be taken when they do not comply with the orders of the passengers.

The standard of food in my part of the country is most deplorable. I have tried to improve it. I am on the Canteen Advisory Committee and I tried to improve matters in respect of food. I suggested even supply of food packets as they have in the south. I was told that at one station, Fakiragram—that they gave food packets,—packets of this size—and they told me that they are not in demand. Naturally, there would not be any demand. Because, the rice contained in this packet—it may be only four annas—would not be attractive for a man in the lower income group.

Dr. M. S. Aney: Does it contain food?

Shrimati Manjula Devi: I doubt how much. I suppose it contains rice of this quantity. Whenever I attended the meetings, I made constructive suggestions. They were not acted upon. I hope something will be done to improve the standard of food in the Assam Railways.

[Shrimati Manjula Devi]

I am glad that the hon. Minister has said that there is good staff relationship. I hope that the staff will be efficient and successful in the discharge of their duties. I am glad that the relationship is good. But, at the same time, I would like to point out that there should be other facilities. Let me start with the guards. They are part of the running staff. The objective of the First and Second Pay Commissions is to give benefit to the staff so that there would be better administration. But, that very objective is defeated when these benefits are not forthcoming. As a result of the recommendations of the Pay Commission, especially the Second Pay Commission, they got less pay and more responsibilities. A guard is in charge of the passenger traffic as well as the goods traffic, and the timely running of trains, which responsibility no other officer has. They have running allowances. They have running allowances and these are far below the travelling allowances or other staff. Of course, in places of exceeding speed, they are compensated. Otherwise, in most of the places, the running allowance are far below the travelling allowances of other staff. It is even advisable to revert to the original position, prior to the First Pay Commission. Even by that, they benefit. But at the prestnt stage, they reap no benefit after the Second Pay Commission.

16 hrs.

Moreover, the upgrading is very poor. They have only Rs 150-240 and 205-280. They should have two more upgradings—at least one. The grades should be Rs. 250-380 and Rs. 335-425 which are enjoyed by the other staff. This should be allowed with the same percentage as allotted to other staff. Then there would be no difficulty.

If we take the three grades together, they fall below one grade of clerical jobs in any office. An ordinary clerk gets more than any one of these three grades.

Here I have to make one more constructive suggestion. In each passenger train, there should be two qualified Guards, instead of having one Brakeman and one Guard. If we have two, they could complement the work; each can take a portion of the entire train which is so overcrowded and has become very difficult to manage. This will not only help the overcrowded passengers, but will also be useful in times of emergency. In these days of so many accidents, I think we should be prepared for emergencies. If two qualified Guards are assigned to each train, it would be very helpful indeed.

Regarding ticket creckers, now I hear they are not allowed to sit for the railway examinations as other staff are allowed. I would like to suggest that they should also be allowed to sit for the many railway examinations. There should be no discrimination between running staff and other staff.

Now the other staff have not some enhanced travelling allowances, whereas the running staff do not get any extra running allowance when they touch important 'A' class stations like Delhi, Calcutta, Bombay and Madras. I want that the running staff too should get the same privileges and the same extra running allowance as the other staff. It is but right that we should look into this matter and remove any discrimination, because it is a justifiable demand.

There is a surplus in the current year of Rs. 16.48 crores against Rs. 8.64 crores; budget estimats. An amount of Rs. 2.12 crores is due to reduction in working expenses. This amount could be utilised in removing the existing discrimination between the different categories of the running staff and other staff.

I am very glad to see in the statement of the hon. Minister mention about the great improvement in welfare measures for staff, hospitals, clinics, schools handicraft centre and so on. I did suggest to the Minister that there should also be social welfare officers in running trains. There should be preferably ladies especially to look after the welfare of women and children and to see to the cleanliness of the trains. The condition of the trains is very poor and unhygienic, and to get the necessary food and supply of milk for babies and children has become a problem. I do hope the Ministry would take into consideration the question of employing the social welfare officers in the running trains.

Shri Bal Raj Madhok (New Delhi). The Indian Railways are the biggest single State undertaking in the country and also the biggest employer, and the services they render are services which concern the commonman. It is, therefore, natural that the Railway Budget should be debated separately in this House.

Of course, the Budget that has been presented is only for three months, the fuller Budget will come later but even the Budget before us reveals certain features which point to its future course. We have been told that there will be a net revenue of Rs. 16 crores or something more than that but still it has been said in the Railway Minister's speech that there might be some shortfall of revenues in respect of freight charges, and a suggestion has been thrown out that there might be some kind of an upward revision of freights and passenger fares. When on the one side there is a net surplus, I do not see why there should be an upward revision. Of course, nothing has come just now, but it is expected that in the new Parliament when the new Budget comes there might be some revision of fares. I would appeal that that is not warranted by the facts and figures brought out by the Railway Minister in his speech. Particularly I would oppose any upward revision of the third class fares. In the last ten years third class fares have gone up by 2½ times, and I do not think that the people who travel in third class, who provide the largest share of the railway income, can be pressed any further in this respect, particularly when the amenities that we are giving them are not commensurate with the fare that we are charging.

Of course, much has been said and done about providing amenities to the passengers. New buildings have come up, new platforms are being made, fans have been put up, cold drinking water is being provided etc. All that you have done is welcome, but the real amenity that the public in India wants is more space, more room, more trains. Even though a large number of new trains have been started, even though Janata trains have been put into operation, the fact still remains that there is terrible overcrowding in third class compartments. I wonder whether our hon. Ministers have ever had the opportunity of travelling from Delhi to Amritsar or Lucknow, for instance, in some night train. Had they travelled some time, they would have seen the fate of those who provide the largest revenues to the railways. In buses we have a limit to the number of passengers that they can carry, and if a bus carries one or two passengers more, the checker comes in and the driver is chalanned and he has to pay a fine. But the railway is a State undertaking and so it has no law. A compartment which is meant for 50 seldom carries 50. It carries hundred passengers, and sometimes more than hundred. There is nobody to check the overcrowding. Of course, somebody comes to check ticketless travel. It is all right. But, has he ever checked overcrowding? You may say, "What can we do? There are too many passengers." The same is true of the buses. But when the passenger asks for a ticket, saying that he wants to go by the bus, he is not given a ticket, because there is overcrowding. Why not have the same kind of rules in the railways? Either have that

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kind of rule, or provide more coaches and trains. It may be said that there is already o good sum provided in the third Five Year Plan. They may say that they have provided Rs. 1,255 crores for the railways. Of course, that money will be used for having more rolling stock and more new lines. That is all needed. But more attention should be paid to the question of having more trains and more coaches.

In the railways also, we have developed a craze, as in other walks of life, for show-pieces. We run De Luxe trains and air-conditioned trains, apart from the Janata trains. But the country can do without air-conditioned trains for the time being. Bu it cannot do without more coaches for the third class. With the money for one air-conditioned coach, we can have two third class coaches. That is the thing which is immediately required We talk of socialism. We talk of progress. But actually, if a man looks at our railways, he will have the impression that it is the most capitalistic and most bureaucratic thing that exists in any part of the world. You are charging si pies per mile from the third class passenger. You are charging six pies per mile from the first class passenger. Take a first class coach which carries four passengers. In the same space, you can carry 20 passengers in a third class coach. Compare the money that is paid by them, with the money paid by the four first class passengers. The third class passengers pay more in the matter of the overall revenue of the railways than the other passengers. But the amenities are much less for the third class passengers when compared to those for the first class passengers. At least do the same justice for the money that the third class passengers give. But that justice is not done. Therefore, my submission is—and that is what we need today more than all—that there should be more third class coaches and in these coaches we must fix the number, and see that overcrowding is prevented. When a man knows that there is only a limited capacity in the train, he will travel either by bus or put pressure on the Government to see that they start running more trains, just as the Government exercise pressure on the people when the revenue goes down. The Government ask for more revenue when it goes down but commensurate amenities are not given. The Government do not bother to provide more space.

Then there is the question of sleeper coaches. It is good that during the last two years, sleeper coaches have been provided in some trains. Now, if a passenger travels more than 5 miles, a sleeper berth is given without extra charge. But really, a sleeper berth is needed for the night journey only. The man who travels 500 miles, has to travel 200 miles in the day and about 300 miles in the night. Actually, he needs a sleeper berth in the night only, for 300 miles. If, therefore, you cut down the limit from 500 to 300 miles, it will be only right and proper.

For instance, passengers who travel from Delhi to Lucknow or from Delhi to Amritsar, have to cover a distance of 300 miles each case. There, you must provide sleeper berths without any extra charge, because, if you provide a sleeper berth for 500 miles only, 200 miles are covered in the day, and 300 miles are left to be covered during the night and for the day, the passenger does not require a sleeper berth. The sleeper berth is needed for the night travel, and therefore, the limit should be brought down to 300 miles so that all travellers who travel by night may be able to get a sleeper berth.

Then there is the question of providing facilities of season tickets. These are concessional tickets. It is very good that the railways are providing concession tickets for going to hill stations. I think that we should provide concessional tickets for places of historical importance and for places of pilgrimage, from the north to the south. Today, we talk of national integration But the forces of disruption are gaining ground, and to have integration, we are calling conferences, this, that and ther other. But experience tells us that integration is not going to come through conferences, through slogans, etc. It is impractical. One practical thing which will create integration or a sense of integration among the people is, when they go from the north to the south, when they see things for themselves and find that there is so much common between the north and the south, between Kashmir and Kanya Kumari, actually if we want to break the barrier between the north and the south, and remove the prejudices growing up in the minds of the people, the railways should give concessional tickets for going to Madurai, Rameswaram and such other places of historical and cultural importance and give encouragement to students, government employees and other people to go from north to south and from south to north.

I have gone to southern stations. They are so beautiful and they provide so much relaxation. It is a Bharat Darshan and gives an idea of the greatness of our country. If these concessional tickets are given, it will create more contacts and it will help the integration of the country. China is a big country like ours, but we find that China has greater unity than we have. One main cause for this is that two thousand years back, some Chinese emperors built a canal running from Peking to Nanking, which links North China with South China. Because of this great link of communication, there has been more going and coming between south and north in China. That kind of link is needed for India. Railways could provide that link.

There was a suggestion some time back by Dr. Ramaswami Iyer that we should have a canal linking Ganga with Godavari. I do not know when that suggestion will become a fact, but till that is done, if we encourage railway travel between the north and south, that will definitely help in national integration.

I would further suggest that Kanyakumari should be linked up by railway Today Kanyakumari, which is one of the most beautiful spots in our country, which provide a scenery comparable to Kashmir, is accessible only by bus. There is a small stretch of 20 or 30 miles which can be linked by rail, so that people may be able to go there direct by rail.

It is very good that a number of new railway lines are being built, but certain lines need greater attention. Now the work has started on a railway line up to Kathua and ultimately it will be taken to Jammu. I welcome this, but I suggest that the alignment should be changed. This should go a bit more north. At present, it goes near the border; it is only 8 or 10 miles from the border. That is not very safe. For strategic reasons, it would be good if the alignment is changed and the line is carried further north, so that it is at a greater distance from the border, particularly because near the border, we already have good motor roads. It will be strategically more safe and it will open up areas which are not being covered by the highway built so far for motor transport.

In respect of Delhi, we were told yesterday that the ring railway project is being taken up. I welcome it, but it needs to be given priority. In Delhi, the transport problem is very difficult. Road transport is very inadequate and inefficient. The city is sprawling and growing so fast that it is very important that this ring railway is given top priority and completed as early as possible. Not only that; when it is completed, it should be electrified. Then only it will have the efficiency and quickness which is needed for moving passengers at great speed.

In fact, in respect of electrification, we must see that those lines which are far away from centres of coal production are electrified first. A scheme is being worked out to electrify in the line from Calcutta to Asansol. But

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this is an area which comes within the coal belt and there is no problem of carrying coal from coal fields to that place.

If, instead of giving priority to electrifying that sector, priority is given to electrifying those sectors which are farther away from the coal-fields, say, from Delhi to Amritsar, it will save transportation charges on coal. Further, being on the border it will be more convenient and more helpful to the country if it is given priority. Therefore, in respect of electrification too, I would suggest that some kind of rethinking is needed and these lines which are away from the coal-fields should be electrified first. In the case of Punjab, the Bhakra project which is nearing completion and the Selal project which has been undertaken in Jammu will provide enough electric energy by which the railway lines in this sector could be electrified.

Then I come to the question of railway over-bridges. As transport and traffic are increasing, the need for railway overbridge is becoming more important. In Delhi itself, the capital city, we find that the railway lines cross the city roads at numerous places without any kind of over-bridge. I would particularly like to bring to your notice the road that links Rothak road with Karnal road, which is the main artery of the city, which connects Karol Bagh, which has a population of four lakhs to five lakhs with Sabzi Mandi area and University Campus. The other roads are very difficult to cross in the peak hours. Now, on this road there are three railway crossings and if one has to pass that way, sometimes one has to alt for one hour to cross these railway lines. When so much money has been spent on so many other projects, I want to know why the attention of the railway authorities has not been drawn to this subject. A railway overbridge there, is a must which deserves top priority. That will very much ease the transport and traffic problem in Delhi. Similarly, there are other places also where overbridges are very much needed. I would reauest the hon. Minister to make a survey of the railway crossings, in Delhi particularly, and see that over-bridges are constructed as easly as possible.

Then there is the question of services. It has been stated in the speech of the hon. Minister that they have set up a Relief Fund for the railway employees. It is all very good and some relief will be provided to some needy people. Some holiday homes are also being opened. But the real question which is upper-most in the minds of railway employees, as in the case of employees of other Government departments, is what about the rising cost of living. Rise in the cost of living you cannot stop. You have not been able to stabilise the prices and, it appears, with the present economic policies, whatever our Finance Minister may claim, the prices are going to go up, rise further; they are not going to stop there. Even now there has been an increase of 12 points in the price index. I want to know what has been done to provide mere dearness allowance, more wages, to the railway employees. This is particularly true of the running staff.

The railways are engaging a lot of technical personnel. I know from from personal experience and knowledge that the overseers, surveyors and other technical personnel, who are needed by the railways very much, do not stick up and they run away the moment they get another job. They are doing this because they are not given any extra emoluments, though they have no settled life and they get better emoluments and service conditions in other departments than in the railways. So, they prefer the other departments. So, it is very important that the technical staff, running staff, who are posted in jungles and out-of-the-way places, who cannot take their families with them but should maintain them separately, are given some extra allowances so that they life can be made more tolerable. These are the few suggestions that I have to make, and I hope they will be taken note of.

Mr. Deputy-Speaker: Shri Harish Chandra Mathur. I wanted to call Shrimati Parvathi Krishnan, but she was not visible at all. I could not see her. Now hon. Members should conclude their remarks within twenty minutes.

Shri Raghunath Singh (Varanasi): Will there be any chance for us?

Mr. Deputy-Speaker: There will be, if not today, toworrow at least.

Shri Harish Chandra Mathur (Pali): Sir, it must be under some very compulsion of some extraordinary circumstances that the hon. Minister of Railways is not present when the Railway Budget is being discussed. There are certain parliamentary proprieties which we have got to look after and safeguard when we sit in this House even though this is the Lame Duck session and we are only discussing this Budget. But, still I feel that we should not take things—at least the Government cannot afford to take things lightly and in that manner, at least once in a year when the Budget is discussed. The Minister in charge of the Budget should be there. We found the hon. Finance Minister sitting all the time here.

Mr. Deputy-Speaker: Perhaps he may be in the other House. Normally, Shri Jagjivan Ram is here during the Budget discussions. Is he in the other House?

Shri S. V. Ramaswamy: He is on tour.

Shri Shahnawaz Khan: On very urgent work.

Mr. Deputy-Speaker: It should have been so arranged that it may have been possible for him to be here during the Budget discussions. Courtesy requires that during the Budget discussions, the Minister ought to be here.

Shri Harish Chandra Mathur: We have two good Deputies here. That is all right here. As a Member of this House, I feel it is my duty to protect the rights and privileges of this House. Therfore, even though it is not a very pleasant thing to have to raise such a question I felt in duty bound to raise this.

Mr. Deputy-Speaker: I have agreed with the hon. Member. But, perhaps, there must have been some overriding priority of necessity that might have compelled him.

Shri S. V. Ramaswamy: That is so.

Mr. Deputy-Speaker: Otherwise, normally he must have been here. During the Budget discussions at least it is expected that the Minister incharge should be here.

Shri Harish Chandra Mathur: It must be under very pressing compulsion, as I said, of extraordinary circumstances. I presume that.

I will pass on to the subject-matter of discussion. I have gone through the hon. Minister's Budget speach and I have felt a little distressed because there is not even a little mention in the entire Budget speech about the problem which is exercising the minds of the entire country, and a subject matter about which questions have been raised in this House even during this session. That is, regarding the coal crisis or transport bottle-necks which are facing this country. Question after question has been raised in this House, tempers have been shown. Senior colleagues of mine sitting here have given expression to their indignation and resentment. I thought that the Railway Minister would feel alive to the expression of opinion on the floor of the House and take note of what has been expressed by business and industry in this country and all over the country.

[Shri Harish Chandra Mathur]

They have given expression to their feelings If you see this Presidental Address of the 35th Annual session of the Federation of Indian Chambers of Commerce and Industry, where they are discussing the development and growth of industry and the various problems, you will find that the first is the Transport situation. Four pages of this address have been devoted to the transport problems, transport bottle-necks the impact of which worried them, how industry suffered, what has happened and what has not happened and what their future apprehensions are. They have certain very reasonable apprehensions in this matter. Nobody will deny that transport, the main brunt of which is borne by the Railways, almost forms the spinal chord of our economic programmes and our economic development and growth. Therefore, in the absence of any material from the hon. Minister in his speech or even in the Explanatory memorandum, I had to fall back upon something which has been said by the Railway authorities on this subject through one article which I have read in the *Eastern Economist*. There one of the Directors of the Railway Board has dealt with the question, 'Coal transport by rail'. In this article he has tried to justify the stand that so far as the railways are concerned, they have done their full job and have discharged their responsibility. From the figures given in this article, I find that the target of coal traffic at the end of the Second Five Year Plan envisaged the movement from the Bengal-Bihar coal fields of 1,434 wagons a day to the steel plants and 3,596 to all over consumers. They have given all the necessary wagons to the steel plants. Stil what has happened? As you know, in this House, the Steel Ministry has all the time been complaining. Then against the 3,596 wagons for other consumers, they have already provided 3,717.

So I think if these figures are correct, the Railway Ministry stands completely discharged of any allegations made against it. As against this, I find that this is what the national coal Development Corporation, while taking a review of this year, has said. It is said that at present the Corporation was producing only 7-7½ million tons a year and that production of the order of 3 millions tons had been curtailed because of the transport situation. Restriction of production was enforced. We are short of coal. They say they could produce more coal. But they say that restriction of production was enforced in four mechanised collieries, that production of 3 million tons had been curtailed because of transport bottlenecks.

Another article in another issue of the *Eastern Economist* says—I will not go into the coal production side and state what their failings and deficiencies are; I am dealing strictly with the transport problem—that 'quantitatively while production during the Second Five Year Plan fell short of target by nearly 5 million tons'—for which I do not hold the railways responsible—'for the first seven months of the first year of the Third Five Year Plan (our currcurrent Plan), total production has been only of the order of 23 million tons as against 30 million tons for the corresponding period of the last year of the Second Five Year Plan. This means that the higher tempo of output already reached is not being maintained'. Even the tempo which we had reached last year—there are a good many things which we have to say regarding coal production during the Second Five Year Plan, how we have failed in this particular matter—even that tempo which we had reached during the last year of the Second Plan could not be maintained. And they say that it could not be maintained because transport bottlenecks and difficulties are there.

I had mentioned earlier that the other day when the Minister of Industry was answering my questions on the floor of the House, he said that so far as cement distribution and production were concerned, we could not produce enough cement because we were not getting enough coal; it could not be transported because of transport bottlenecks. He mentioned it clearly. He said we could not distribute cement because of the transport bottleneck.

We know what happened to the Ahmedabad Textile mills. These mills were in doldrums; they were in difficulties. The Ahmedabad textile mills are not a new phenomenon which has come up all of a sudden. I do not know how coal supply to the Ahmedabad textile mills suffered, why that industry should have suffered at all. So, that is the sorry story regarding the coal supply to the industrial sector, the public as well as the private sector, which is responsible for most of the difficulties.

I will not waste your time and time of the House in quoting from this address of the President of the Chamber where they have given very relevant facts. They have stated how the shortage of transport facilities became apparent even in the early years of the First Plan, and they go on and develop the subject in a very business-like manner. I hope the hon. Railway Minister will give proper attention to what has been stated in this address and try to clarify the whole matter before us, and let us know the actual present position, what immediate steps they are going to take to improve the situation and what can be expected as a long-range policy in this matter. Apart from the long-awaited Neogy Committee Report, the Railway Ministry has to function within itself, and it has also to give more serious consideration and thought to this matter. I do not think we will permit an impression go to about in the country that because of our transport difficulties, industry will suffer. If we cannot cater to the demands of industry, let us not take out arguments of stresses and strains; let us plan in a manner that we are able to carry out our plans efficiently.

I will pass on and hurry from point to point and mention two or three points which I will do in less than five minutes. We all know that the volume of work in the railways is definitely going up tremendously. There is the least doubt about it. When these zones were carved out, we felt that the load of work given to the zonal authorities at that time was just enough for a Railway General Manager to look after. Now the load has become almost double in almost every railway. So, whether these General Managers are in a position to look after such large zones efficiently and effectively or not is a question which naturally arises out of the increased volume of work and the expansion programmes which the railways have before themselves. I am not here pleading that we must have a larger number of zones. I do not want anything should be done which will upset the administrative set-up and again send the whole staff into trouble about their integration, about their positions, this and that, but we must not ignore the problem. If we find that it is necessary, we must have a phased programme for it. My humble suggestion in this respect would be this. Keeping the present zones as they are and the divisionalisation which we have brought about on the railways, let us see that these divisions are given real and effective power, that the divisional heads become *chota* General Managers in their divisions and are able to do things in an effective manner. Let there be decentralisation of power and authority to these divisions, so that a great efficiency is brought about. The present Jodhpur Railway in the olden days, and it is one of the smallest divisions, but we know how efficiently it had been working and what an excellent account the officers of that railway integrated with the Indian Railways have given of themselves. The other zones are much weaker. If we had a General Manager and everything else at that time, there is no reason why the Divisional Superintendents are not given real power now. They must maintain immediate contact with the

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officers, let them go about in a really efficient manner and do something about it.

I would like to say few words about the administrative reform. Of course, it would be very uncharitable of me or anybody to say that the railways have not done well, in spite of all odds. We know what they have done, if we just take into consideration the background, the great handicaps under which the railways had to come up and work and maintain even this much efficiency. We all realise what happened in the 1930s, the years of depression, and what happened during and after the partition. We know the war-time dislocation. We fully take into account all these things. Even if we take into full account all these things, I definitely say that we have got to tighten up our administration. When I read what is contained in the *Explanatory Memorandum*, about the administrative reforms, I was not at all satisfied. I think serious thought should be devoted to this matter. Certain administrative reforms have to come about.

As you said that I should conclude within 20 minutes, I shall not dilate upon this very important subject of administrative reforms, but I do wish to emphasize that efficiency should be improved. I have already mentioned the strengthening of the divisions and about the Divisional Superintendents. But something must be done about the administrative reforms also. We must inject better efficiency into the staff. Let us not ignore, in our anxiety for the third class travellers, the importance of efficiency. We must give the third class passenger all the amenities, but let our first class coaches and upper class coaches be really first class. It will hardly require about a crore rupees. Could you not set apart just a crore of rupees and make the first class coaches really first class? It is in these coaches that our foreign tourists travel. Of course, we have to pamper and do more for the third class passengers and be popular with them, but I wish to plead that along with the need of third class passengers, we must take care to see that the first class coaches are kept really first class and that we earmark about one crore of rupees to see that the first coaches are kept really first class.

I will conclude by saying that the development fund of the railways must be given special attention, and it must be strengthened, because it is through the deveolpment fund that so many amenities and welfare activities have to be catered. Therefore, the development fund of the railways needs further strengthening.

I shall take another opportunity to speak when we discuss the full budget and give my review. I definitely wish to abide by your ruling, because it is already 22 minutes since I started speaking.

Shrimati Parvathi Krishnan: Mr. Deputy-Speaker, Sir, I would like first to congratulate the Ministry of Railways on at least giving in reality this line—making a beginning—the Salem—Bangalore link. The Deputy Minister himself went out of his way, and I think he was respossible even for putting some physical labour into it, and after years and years of appealing on the floor of the House, this very important link has been started. It is quite pleasant to see it coming into being, though I do not know if it was the opportune or an inopportune moment when it was chosen. I am not sure whether it was with an eye to the elections or whether it was hurried through so quickly because of the conjunction of the eight planets! Anyhow, be that as it may, I cannot but congratulate the Ministry at least on beginning this work. Perhaps the same speed and the same zeal, I hope, will also be maintained in order to see that the line comes into being very quickly. But I am sceptical about it, because for many years also, there has been another problem facing the Southern Railway. It was the question of doubling of the track on the south-west broad gauge. Here again, our Deputy Minister has been very busy. He has also worked very hard, because, here again it was near Salem that the doubling was begun! That also—with both the Deputy Ministers present—was perhaps before the conjunction of the eight planets and the general elections. With the doubling of the track, everybody thought that something very grand was done. This neglected broad guage line in the south suddenly got better treatment, Ministers rushing with shovles in their hands and heavy rails carried on their decrepit shoulders. Now when we look at this white paper and railway budget, naturally the spirits go down again, because the speed of the doubling of the track seems to have slowed down as soon as the elections were over. It is not a very encouraging number of miles that one sees in the white paper which has been given to us. So, when the Minister thinks in terms of national integration, let him remember what happened in his district, what happened in the south-west broad gauge belt and it might be a safe belt to speed up the doubling of the track there, to guarantee that there will be more track capacity, so that the demands both for goods and passenger traffic on that very over-loaded section of Southern Railway may be ment adequately and efficiently—I am not sure whether I should use the word 'efficiently' because that also is a moot point whether the railway is a concern—in as short a time as possible.

Then, I must say that the speech of the Railway Minister leads to a grave apprehension, because in the speech there is an indication that the railway revenues are not all that they should be. There is some indication that passenger and freight fares might have to be increased. I carefully use the word 'might', and I do not put it more categorically because I hope in the short period between now and the time the new Parliament discusses the railway budget, this does not take place. As has been already pointed out by the previous speaker, the question of railway freights and fares being increased is one which certainly will not meet with the approval of the electorate which has elected the new Parliament in order that that Parliament should look to their needs and requirements in relation to existing conditions.

Everywhere the complaint has been that the fares have been increasing and now perhaps the fares have reached the peak level that the travelling public could possibly bear. Operational efficiency is not such today on the railways as would make any passenger pay a single naya paisa more thinking that he is going to get a share in it.

Year after year, we have the same pattern in the Railway Minister's speech, in the *Explanatory Memorandum* and in the various papers and books circulated to us, showing how the railways have carried so many more passengers and so many more tons of goods. In fact, as far as the railways are concerned, they can certainly not be accused of modesty in whatever form, whether it is the Ministry or the Board. But in spite of this pattern year after year in the papers that are put before us, it is a fact that those who actually travel in the railways do not consider that operational efficiency is anything that we can be proud of.

Apart from that, only in the last session, we had a discussion on the increasing number of accidents on the railways. I demanded at that time that the Minister should set up a committee to go into this question of improving the working of the railways and to find out how accidents could be avoided. It is a welcome feature that the committee was appointed. Now in the Railway Minister's speech, we are told that:

> "The problem of safety of travel from the point of view of accidents has throughout been tackled with as much imagination and care—

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there seems to be more imagination than care—

> "...with as much imagination and care as possible through initiating educative, psychological and punitive measures and, at the same time, providing improved technical devices, wherever possible, as an aid to the staff."

During the last three months this question was debated on the floor of this House, there has been a further series of accidents. In my part of the country itself, there has been an accident only recently in Kumbakonam, a name which will be very familiar because it is very common in Indian parlour.

Shri S. V. Ramaswamy: Where was it?

Shrimati Parvathi Krishnan: I said Kumbakonam a name which a familiar in common parlance. It is perhaps directed to you because you have been busy in Salem.

An Hon. Member: Whom is she addressing?

Shrimati Parvathi Krishnan: I am sorry, I was addressing the Minister. But we find these accidents are there, sometimes they do not reach the press, because the press do not know the minor accidents that take place where one train runs into another, and there have been many such accidents during the last three months where loss of life has been involved. In this context, the setting up of a committee is a very welcome feature, but why is it that time and again, in spite of all that is said on the floor of this House, in spite of all that is said by the public, comments from the press and so on, we find that the Railway Ministry at every stage is sitting quiet and continuing with the same work, with the same formula that we have been hearing year after year?

Now we are told that they will use imagination and care. I would not accusethem of having imagination but I hope they would use more of care though, as far as we can see, the record of the Railway Minister during the last three months does not convince us that they can do that either.

Further on we find that they are trying "to initiate educational, psychological and punitive measures". Punitive measures, of course, we know, because always scape goats are there, an ordinary railway employee who is at the bottom of the ladder; punitive measures can always be used, whatever may be the occasion. But, as far as the psychological measures are concerned, I think it would be a very good idea to start from the top of the ladder, and perhaps some education could be imparted to them. I doubt very much whether psychological...

Mr. Deputy-Speaker: Then who would be the giver of that education?

Shrimati Parvathi Krishnan: Whoever claims that it has to be done.

Mr. Deputy Speaker: She says that it would be given first to the top. Then who will give the education?

Shrimati Parvathi Krishnan: Whoever wants to take the responsibility can do it. I am reading it open. Here we have got so many psychological and pathological cases, and all of them go together. Anyway, I do not find any mention of improvement in technical devices in the terms of reference of the Committee. So, I would like the hon. Minister to clarify, when he is replying, as to what he actually meant by considering the question. The terms of reference of the Committee are "to consider the question of accidents on Indian railways and to suggest measures by which they can be further minimised". Then it says very briefly that the Committtee has started its deliberations. What exactly they hope the Committee are covering? Because, this is a very wide term of reference that has been given. Specifically, is the Committee going to go into the working of the railways, the operational efficiency and so on? Are they going to be given facilities to visit various goods-sheds and the various establishments of the railways from where it is necessary to find out whether the complaints that are there are correct or not? For instance, we are told that the train examiners have been pointing out that the work that they are expected to do, the workload that they are given, is too heavy, that they are unable to carry out their work properly and very often the examination that they have to carry on of the wagons or of the locomotives and so on, that these examinations sometimes tend to be cursory, because the number of wagons, locomotives etc. that they are expected to examine in a given period of time are too many. So, are all these things going to be taken up or not, because this can be interpreted to mean anything—"to consider the question of accidents on Indian railways and to suggest measures by which they can be further minimised". I would be grateful to the hon. Minister if he could clarify to us what is the field that will be covered what, they expect this Committee to do and how far the Committee is going to be helped in order to go into the actual mechanical and operational side of the railways because, as it is, we see that there are technical experts there. Being a logical person, I presume—I am not sure whether the Ministry is quite so logical—that this aspect will be looked into, because, time and again, when this question has been discussed, it has been discussed from this angle also.

Then, there is the question of revision of dearness allowance which has been referred to by Members. I would like to bring that to the notice of the Minister because this is something that is there in the minds of the workers and is a problem which have to be taken up by them and tackled at an early stage, if they want industrial peace to be maintained in the Railways.

Then, there is the question of the Railway employees who are not supposed to be taking part in political activity. During the elections, various General Managers, I am told—I am sure of one General Manager, the General Manager of the Southern Railway—circularised the various Divisions and through the Divisions notices were put up everywhere that railway employees should not participate in the election campaign that was taking place. That was further clarified, I am told, that they were not supposed to be attending meetings or to go out canvassing for the candidates of one party or another, or to appear on platforms and make speeches, and so on. Yet, it has come to my knowledge, I have personlly also seen, that railway employees belonging to one particular union canvassed for the Congress candidate in that constituency. It is not my constituency, because I can see the Minister nodding his head. This is another constituency which is in between his and mine, the best part of the sandwich. Anyway, we saw that happening. Personally, I am for it. I think that they should be given the right to participate in electioneering. That is why I would not like to say that action should be taken against that employee Far from it. On the other hand, I would request the Railway Minister and the Ministry to be large-minded enough, to be politically aware enough and advanced enough to extend this privilege and to give this right to all railway employees, irrespective of which party or which candidate they may work for or campaign for. Because, municipal elections are on the corner. Elections are there throughout the next five years. It is not only a question of election to parliament or the State Assembly. Therefore, since there have been some courageous employees—perhaps, party their courage emanated from the fact that they were campaigning for the Congress Candidate — courageuos enough to step into the fray and assert their political freedom, as far as elections were concerned, I would request the Railway Ministry to extend that

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right so that those who want to have their political freedom—I am saying in respect of elections—may also be granted that. I would welcome that. But, this kind of invidious treatment, this very convenient shutting from one's eyes all those employees who work for one particular party is something that certainly has to be condemned and is reprehensible.

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Individual political freedom, if it is given, should be given to all alike irrespective of which party they may work for or which party they may support. Today the position is that there have been some who had the courage to come forward and work. Let that example be emulated by others. But that example can be emulated only if protection is given by the railways themselves on such occasions.

Mr. Deputy-Speaker: If the hon. Member could conclude in one or two minutes, the House would give her its indulgence.

Shrimati Parvathi Krishnan: I have finished.

Mr. Deputy-Speaker: Then Shri Raghunath Singh might begin. After him, Shri P. G. Deb will be called.

श्री रघुनाथ सिंह : उपाध्यक्ष महोदय, हमारी बहन ने बड़ी ही सुन्दर भाषा में कहा कि रेल कर्मचारियां पर जो यह बंधन लगाया गया था कि वे राजनीति में भाग न लें, यह बधन बहुत ठीक था। लोकतंत्र में यह आवश्यक है कि.......

उपाध्यक्ष महोदय : माननीय सदस्य कल जारी रखना चाहेंगे ?

श्री रघुनाथ सिंह : जी हां।

उपाध्यक्ष महोदय : तो फिर वह कल अपना भाषण जारी रखें।

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 27, 1962/Chaitra 6, 1884 (Saka). .. ..

[*Monay, March* 26, 1962/*Chaitra* 5, 1884 (*Saka*)]

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The Speaker withheld his consent to the moving of the following adjournment motions given notice of by the members shown against each :—

(1) Reported killing and arson by Naga hostiles in six villages near Hoflong in North Cachar Hills.	Sarvashri S.M. Banerjee, Premji R. Assar, Braj Raj Singh and Balraj Madhok.
(2) Reported decision of the Pakistan Government to inaugurate the Karnfuli Dam which on completion will sub-merge portions of Indian territory.	Shri Hem Barua.
(3) Oil agreement with Italian firm .	

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(1) A copy each of the following papers :—

(*i*) Annual Report of the Indian Oil Company Limited, Bombay, for the year 1960-61 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.

(*ii*) Review by the Government on the working of the above Company.

(2) A copy each of the following Notifications making certain amendments to Schedule III to the Indian Police Service (Pay) Rules, 1954, under sub-section (2) of section 3 of the All India Services Act, 1951 :—

(*a*) G.S.R. No. 1066 dated the 2nd September, 1961 .

(*b*) G.S.R. No. 1091 dated the 9th September, 1961 .

(*c*) G.S.R. No. 1233 dated the 7th October, 1961 . .

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(3) A copy each of the following Notifications making certain amendments to Schedule III to the Indian Administrative Service (Pay) Rules, 1954, under sub-section (2) of section 3 of the All India Services Act, 1951 :—

(*a*) G.S.R. No. 1244 dated the14th October, 1961.

(*b*) G.S.R. No. 1246 dated the 14th October, 1961.

(4) A copy each of the following Rules, under sub-section (2) of section 3 of the All India Services Act, 1951 :—

(*a*) The All India Services (Travelling Allowances) Amendment Rules, 1961 published in Notification No. G.S.R. 1125 dated the 16th September, 1961

(*b*) The Indian Civil Service Provident Fund Amendment Rules, 1961 published in Notification No. G.S.R. 1274 dated the 21st October, 1961.

(5) A copy each of the following Notification making certain amendments to the Secretary of State's Services (General Provident Fund) Rule, 1943. under sub-section (2) of section 3 of the All India Services Act, 1951 :—

(*a*) G.S.R. No. 1275 dated the 21st October, 1961.

(*b*) G.S.R. No. 1276 dated the 21st October, 1961.

(6) A copy each of the following Notifications under section 43 of the Copyright Act, 1957, making certain further amendments to the International Copyright Order, 1958:—

(*i*) S.O. No. 3039-A dated the 23 rd December, 1961

(*ii*) S.O. No. 1 dated the 1st January, 1962.

(*iii*) S.O. No. 144 dated the 12th January, 1962.

(*iv*) S.O. No. 671 dated the 1st March 1962.

(*v*) S.O. No. 723 dated the 11th March, 1962.

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(*vi*) S.O. No. 724 dated the 12th March, 1962.

(7) A copy of the Central Excise (Fourth Amendment) Rules, 1962 published in Notification No. G.S.R. 286 dated the 10th March, 1962, under section 38 of the Central Excises and Salt Act, 1944.

(8) A copy each of the following Notification under sub-section (4) of section 43B of the Sea Customs Act, 1878 and section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960 :—

(*a*) G.S.R. No. 287 dated the 10th March, 1962 .

(*b*) G.S.R. No. 288 dated the 10th March, 1962.

(*c*) G.S.R. No. 289 dated the 10th March, 1962.

(9) A copy each of the following Orders under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—

(*i*) The Roller Mills Wheat Products (Price Control) Order, 1962 published in Notification No. G.S.R. 37 dated the 17th March, 1962.

(*ii*) The Delhi Roller Flour Mills Wheat Products (Price Control) Order, 1962 published in Notification No. G.S.R. 375 dated the 17th March, 1962.

(10) A copy each of the following Notifications under sub-section (3) of section 27 of the Foreign Exchange Regulation Act, 1947, making certain further amendments to the Foreign Exchange Regulation Rules, 1952:—

(*i*) G.S.R. No. 50 dated the 13th January, 1962.

(*ii*) G.S.R. No. 264 dated the 3rd March, 1962.

COLUMNS

REPORTS OF ESTIMATES COMMITTEE PRESENTED 1818

The following Reports were presented:—

(i) Hundred and sixtieth Report;

(ii) Hundred and sixty-first Report ; and

(iii) Hundred and sixty-second Report

BILLS PASSED— . 1819—54

(i) Further discussion on the motion to consider the finance Bill, 1962 concluded and the motion was adopted. After Clause-by-clause consideration the Bill was passed.

(ii) The Minister of Transport and Communications (Dr. P. Subbarayan) moved for consideration of the Telegraph Wires (Unlawful Possession) Amendment Bill. The motion was adopted.

COLUMNS

BILL PASSED—*contd.*

After clause-by-clause consideration the Bill, as amended, was passed.

RAILWAY BUDGET—GENERAL DISCUSSION . . 1856—191

General Discussion on the Budget (Railways), 1962-63 commenced. The discussion was not concluded.

AGENDA FOR TUESDAY, MARCH, 27, 1962/CHAITRA 6, 1884 (Saka)

Further General Discussion on the Railway Budget, 1962-63 and voting on Demands for Grants on Account in respect of Railways, 1962-63. Consideration and passing of the Appropriation (Railways) Vote on Account Bill, 1962; and the Advocates (Amendment) Bill.

GMGIPND—LSII—2917(Ai)LS—5-6-62—945.